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SCHOOLMASTERS' PROTEST MARCH.

Over 3,000 Join Procession.

INDIGNANT OVER SALARY CUTS.

Unusual Scenes in London.

London, Sept. 11. London witnessed its most unusual procession for many years to-night when three thousand well-dressed schoolmasters marched, four abreast, in the most orderly fashion to Kingsway Hall, in protest against their salary cuts.

All State teachers are heavily hit by the National Government's economy proposals, which involve a reduction of 15 per cent. in teacher's salaries, the amount to be saved by this means being £5,000,000.

The best tribute to sterling following Mr. Snowden's budget was paid by denizens of Wall Street to-day by the implicit assumption that there is no further need to concern themselves over Britain's position.

Sterling opened at five thirty-seconds higher and closed still stronger at 4.86, well above the gold export point.

Mr. Snowden Broadcast.

The Chancellor of the Exchequer, Mr. Snowden, to-night broadcast a talk to the nation on the emergency budget. He explained that the budget introduced last April was, as he stated at the time, makeshift. He waited to submit a new budget until he had the support of the recommendations of the May committee, whose members had been nominated by all three political parties.

In the meantime, the financial situation had got progressively worse. Mr. Snowden described the stages of the British financial crisis, following the grave difficulties experienced in Austria and Germany in June and July, and explained the nature of the danger with which the country was faced.

British Experience.

British holders of French war loans knew from their experience something of what depreciation of currency meant. Four-fifths of their capital and four-fifths of their interest had been taken away by the depreciation of the franc.

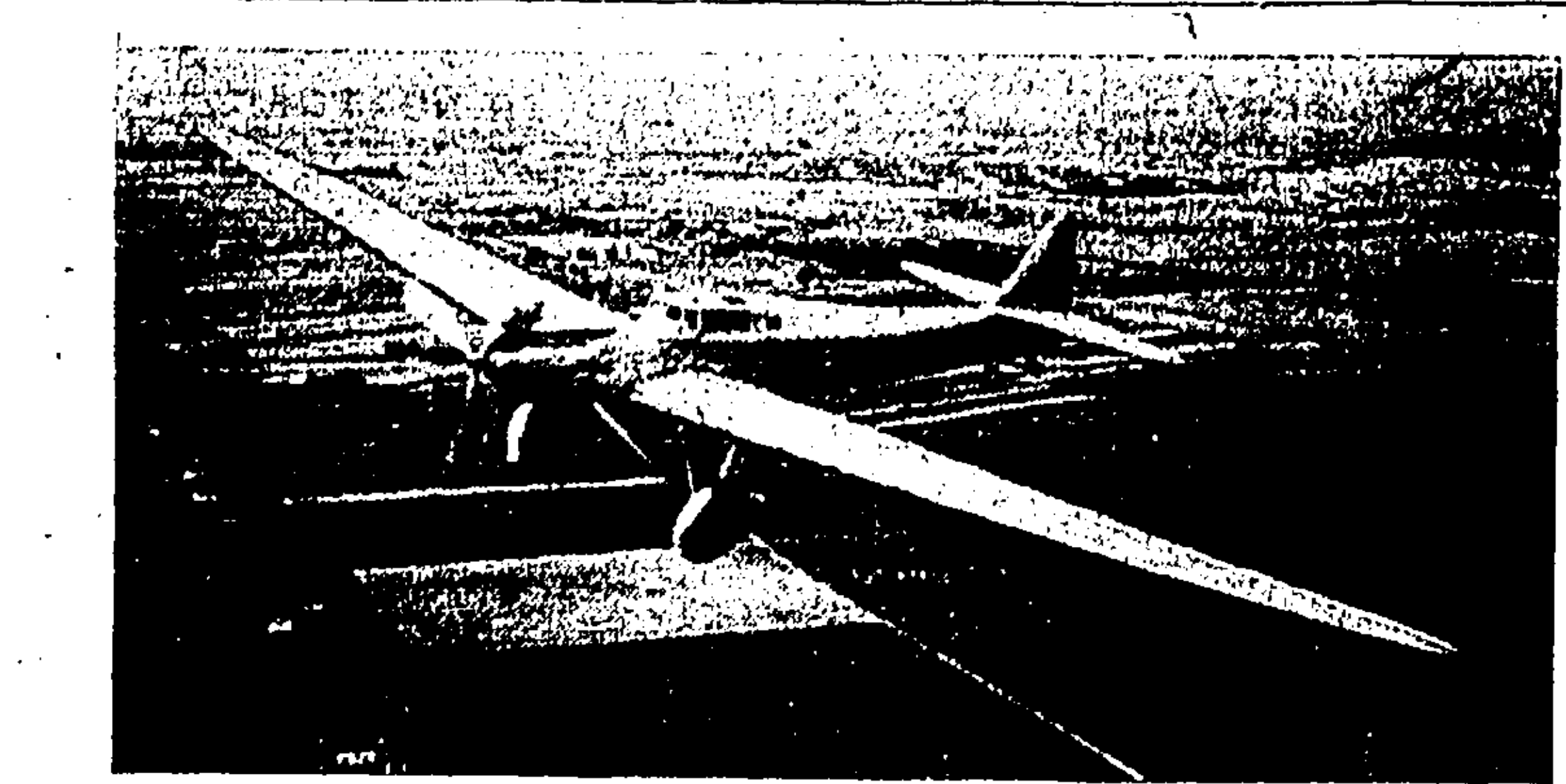
The choice, said Mr. Snowden, roundly, was between his budget with its unpleasant economies and heavy taxation, and a paper currency worth no stable value, meaning ruin more or less for every body.

"I know," he said, "the sacrifices you are being called upon to make are to you real and tangible while the ruin, which would otherwise overtake you, is not so obvious. But it is just as real."

To restore confidence in British credit, the budget had to be balanced. It had got into an unbalanced condition, mainly through the call upon the Exchequer for the relief of unemployment.

A Prodigious Task.

He had to find the huge sum of seventy four million pounds to balance this year's budget, and 170 millions to balance next year—a prodigious task. He had faced it and the country had now balanced the budget—balanced it by sound finance. They had to recognize that in a time of great trade depression the country could not afford expenditure which might be incurred in prosperous



Our photo shows the remarkable machine "Hyphen" in which Le Brix and Doré are attempting to fly from Paris to Tokyo nonstop. Their rivals, Codes and Robida, are reported to have descended in Germany.

BRITISH COLONY DEVASTATED.

TIDAL WAVE AND HURRICANE.

BELIZE HAVOC.

Miami, Florida, Sept. 11. Disaster has overtaken the little city of Belize, the capital of British Honduras, which has been practically devastated by a violent hurricane, which was followed by a tidal wave.

An enormous amount of damage has been done and the latest news from the city gives the death-roll as exceeding four hundred.

The total population of Belize is estimated at less than 13,000. *Reuter's American Service.*

BURGLAR SCARED BY SHOTS.

Mr. E. D. Kotwall, living at No. 16, Staunton Street, has informed the police of an attempt by a burglar to gain admittance into his home at 2.50 this morning.

The information telephoned by Mr. Kotwall to the charge-room of the Central Police Station from his home, disclosed that the intruder had progressed as far as slinging a rope to the upper part of the house when he was noticed by an amah, who screamed an alarm.

Awakened from sleep, Mr. Kotwall says the first thing he did was to take his revolver and with this he fired several shots into the air. The would-be burglar, thoroughly frightened, then took to his heels and escaped.

WATER METER INCREASES.

FROM 60 TO 100 PER CENT.
 The Government Gazette this morning notifies substantial increases in the rent for the use of water meters, as follows:

	New Rate.	Old.
4" meter	£75 per annum.	\$44.
3" meter	£50 per annum.	\$32.
2" meter	£25 per annum.	\$20.
1 1/2" meter	£15 per annum.	\$15.
1" meter	£10 per annum.	\$10.
3/4" meter	£8 per annum.	\$8.
1/2" meter	£6 per annum.	\$6.
3/8" meter	£4 per annum.	\$4.

THE SINO-MEXICAN DISPUTE.

UNITED STATES NOT TO INTERVENE.

Washington, Sept. 11. The United States declines to intervene in the dispute between China and Mexico. The State Department notified the Chinese Legation here to-day. *Reuter's American Service.*

U.S. TENNIS SENSATION.

PERRY BEATEN IN SEMI-FINAL.

Vines Rallies for Great Win.

New York, Sept. 11. Fred Perry, the British Davis Cup payer, was sensationally defeated this afternoon in the semi-final of the American Open Singles Championship, his conqueror being the nineteen-year-old Ellsworth Vines, who has suddenly shot to the forefront of American tennis.

Perry played well in the early stages and seemed to have the match well in hand. He won the first two sets without much difficulty. Vines, however, fought courageously, and by



Ellsworth Vines.

superb play rattled the Briton and won the next three sets to snatch a glorious victory. The scores in Vines' favour were: 4-6, 3-6, 6-4, 6-3. Vines who has won two major tournaments in America this year has a previous victory over Perry to his credit, and he is now almost a certainty for next year's Davis Cup team.

In the other semi-final, G. M. Lott secured a convincing victory over John Doeg (the holder). The first set was keenly contested, but then Doeg fell to pieces, Lott winning 7-6, 6-3, 6-0. *Reuter's American Service.*

LEAGUE ASSEMBLY MEETING.

FRENCH TRIBUTE TO BRITAIN.

London, Sept. 11. The President of the League of Nations Assembly at Geneva announced to-day that Mexico would enter the League of Nations to-morrow.

In addressing the Assembly, M. Briand, French Foreign Minister, paid a tribute to the loyalty of Great Britain to the ideal of a Franco-German rapprochement and referring to the World Disarmament Conference, said France was definitely opposed to any postponement. *British Wireless.*

ALL SET FOR THE SCHNEIDER RACE.

POSSIBLE ATTEMPT ON SPEED RECORD.

AERO CLUB PLANS.

London, Sept. 11. Unless weather conditions enforce a postponement, Flight Lieutenant Boothman will take off to-morrow, at 12.30 p.m., in a SGB Vickers Supermarine Rolls Royce seaplane in an attempt to beat the record, set up by the British victor in the 1929 Schneider Race, of 328 miles per hour, and thus to gain the trophy for Great Britain, which will have won the race three times in succession.

If Lieut. Boothman fails to create a new record for the course, Flying Officer Smith will repeat the attempt in the SGA machine used in 1929, and a further attempt on the record will be made by Flight Lieutenant Long in a second new SGB.

If, however, Lieut. Boothman succeeds, and provided the weather is favourable, it has been decided that Flight Lieutenant Stainforth will make an attempt on the world's three kilometre record during the afternoon, and in that case the Royal Aero Club has announced that no other demonstration of high speed flying will take place. A special weather report issued this afternoon forecasts moderately suitable conditions.

Final practice flights were carried out by the British team at Calshot to-day, and the machines are now ready for the race.

All arrangements are complete for dealing with an immense crowd of spectators, among which will be members of the team nominated by France. Great regret is felt at Calshot at the absence of the Italian team, due to the death of Lieutenant Bellini. Lord Amulree, Air Minister, has sent a telegram to General Balbo, Italian Air Minister, expressing on behalf of the Air Council and the Royal Air Force "deep sympathy in the loss of the gallant pilot Bellini." *British Wireless.*

FANLING CADDIES.

CERTAIN NUMBER NOW REGISTERED.

Colonel E. D. Matthews, the Secretary of the Royal Hongkong Golf Club, announces this morning that a certain number of the caddies at Fanling, who have been "on strike" against the recent registration scheme, have now registered.

All caddies ordered from Happy Valley for to-morrow will be sent out, but it is probable that players going out to Fanling who have not ordered caddies will be able to obtain them locally.

Following an accident at the Hongkong Electric Company's garage at North Point, where, while engaged at work, he fell from a height of about ten feet, a youth named Wong, 24, was taken to the Government Civil Hospital yesterday suffering from leg injuries.

MR. F. C. JENKIN HONOURED.

APPOINTED K. C. FOR HONGKONG.

The numerous friends of Mr. F. C. Jenkin, well-known local barrister, will be delighted to hear that, in pursuance of directions given by His Majesty the King, he has been appointed one of His Majesty's Counsel for Hongkong. A notification to this effect appears in the current issue of the Gazette.

Mr. Jenkin, who is a native of Penzance, Cornwall, came to the Colony in 1912, being admitted to practise at the Hongkong Bar by Sir William Rees Davies, then Chief Justice, in July of that year. He has won a high reputation locally as a barrister, both in criminal and civil causes, his marked abilities as a pleader bringing him much success.

During the war, Mr. Jenkin was in charge of the Police Reserve, a Force which at that time comprised over six hundred members. His enthusiasm in this work was largely responsible for bringing the Force to the high state of efficiency which it attained. In recognition of his services he was honoured with the C.B.E. decoration in 1918. He is also an Unofficial Justice of the Peace.

Socially, Mr. Jenkin is extremely popular, and both amongst a wide circle of friends and his colleagues of the legal profession the honour which has now been conferred upon him will be regarded as being richly deserved.

LAST OF A HARDY RACE.

JEM SMITH DIES IN LONDON.

London, Sept. 11. Jem Smith, the man who fought one hundred and six rounds with bare knuckles for the world's boxing championship, died in a London nursing home to-day.

Smith's opponent in the famous fight was the American prize-fighter, Jack Kilrain.

The fight was fought in France in 1887 and was declared a draw owing to darkness setting in. Jem Smith, who was born in 1863, was the last of the old bare-knuckle fighters. *Reuter.*

SISTERS' LUCKY ESCAPE.

Wonderful escapes from serious injuries are recorded in the case of two Chinese children, sisters, aged three and six years respectively, who, while playing yesterday on a bed flush with a window at No. 5, Sik On Terrace, fell into the street below.

The height down which the children fell is stated to be about 40 feet, but both, according to an official police report this morning, suffered only very minor injuries and although taken to hospital were not detained there.

PACIFIC FLIGHT.

NO NEWS OF MOYLE AND ALLEN.

It is feared that the Pacific has claimed two more airman victims as no news has been received in Hongkong regarding the fate of Don Moyle and Mr. C. Allen, who set out from Japan at dawn on Tuesday in an attempt to fly to Seattle without a stop.

The journey should have taken less than 60 hours and they are now two days overdue. It is possible that a forced descent was made in the Kuriles or the Aleutians, but the absence of any news whatsoever gives rise to grave apprehensions.

Rotarian J. D. Bush is to speak at Tuesday's meeting of the Rotary Club on "Democracy and State Capitalism."

Bulls and Inners.

□ □ From the Office Butts. □ □

Famous Last Words:—"And so I went seven No Trumps!"

Talking of jewels, the marriage-stone is often the grindstone.

Another infamous saying:—"Since I'm on the water wagon, I may as well go to America for my holiday."

Henry Ford says money is merely a symbol. Have you ever noticed how symbolic the com-pradore's bill can be?

G. B. Shaw regrets that he is 75 years old instead of 18 so that he could go to Russia and grow up with the country. Most young men of 18, however, seem to be fonder of other things than growing up with a country.

A Norwegian explorer proposes to go to the North Pole on a motor-cycle. If we could only sell that idea to the fellow who goes past the house every night with the patient warm and sending for the cut-out open!

There are so many electrical household devices these days that the wife is overworked using them all.

What France and Germany seem to fear most about burying the hatchet is that one of them will get it in the neck.

Most radio announcers are said to like their work. For the love of mink!

A reformer is usually a man who, wants things his own way.

There's at least one advantage in that new Arctic air route. A bibulous traveller need not worry about cracked ice.

Depression or no, figures certainly are improving with the return to curves.

Rome is bothered with grasshoppers, too, we hear. Mussolini should speak to them.

Another infamous saying:—"Mosquitoes never bother me."

The weather we've been having lately is beyond all thunder-standing.

It's all right to be a go-ahead young man, so long as the red light isn't against you.

We read that many American brokers are struggling hard for existence. Backs-to-the-Wall Street.

It's possibly a good thing for some of our hardened clubbites that flood-lighting hasn't yet been extended to individuals.

We are glad to learn that the problem of removing our arsenals elsewhere has at last been solved. At one time it was thought that there would be a distinct shortage of pigeon-holes.

We understand that a Kowloon constable's case-book is so full that it cannot get into the newspapers.

There appears to be quite a vogue for children and pyjamas in Hongkong these days.

As we understand it, the Peak Tramway Co. doesn't really approve of that advertisement but thinks it wise to let the public think it does.

A contemporary points out that by the end of the year our rainfall may be short of the average. It is only fair to point out, however, that the Government during the last Budget debate, made no rash promises about the weather.

Kowloon is like Chicago; it's shooting up.

Mr. Robert MacWhirter has absolutely refused to judge a baby show.

The T.U.C. attitude towards the bankers appears to be:—Trump Up Charges.

A doctor has pointed out that to keep cool in warm weather the wrists should be free. We hope the police will go easy with those handcuffs.

The cat next door has been suffering from insomnia these past few nights.

A reader writes pointing out that a municipal council for Kowloon will inevitably mean an increase in gas. It is suggested that Rotary might very well do the job instead.

A new simile:—Making as much fuss as a sword-swallower getting a fish-bone in his throat.

Up to now we haven't heard a theme song on the moratorium.

"Russia," says a contemporary, "is in the grip of an epidemic of tchekajohyt." First aid in this ailment calls for wrapping the patient warmly and sending for the proof-reader.

Our next-door neighbour who recently bought a gramophone is giving himself airs.

A reader wants to know the best place in which to keep milk from going sour. In the cow.

As things look to us it would be fine if China set aside part of the country for war and the rest for business.

"Rags" are no doubt all right, so long as you are not the "rag-ee."

Mr. Ramsay MacDonald says the country is faced with an economic typhoon. Happily, however, the Director of the Observatory doesn't appear to have been caught napping.

A new name is wanted for cocktail-shaking. Why not gin-wagging?

The old songs must be best. All the new ones sound like them.

Idle roomers aren't popular with the landlady.

We're likely to see some good tennis in Hongkong if Helen Wills!

Judging from the squalling from a neighbour's nursery, we should say that someone should organise an early pyjama parade each morning!

It's a wise fish that knows there's a catch in the worm.

A professor recently stated that mosquitoes won't bite anyone who is moving. Rough luck on Civil Servants.

It's suggested that the Government should arrange poultry farming lectures for dwellers in the New Territories. A few lay preachers are indicated.

It's rumoured that there is quite a demand on the part of local anglers for enlarging cameras!

What's one man's beauty may be another man's wife.

Scotmen are going to entertain Mr. Ramsay MacDonald on his birthday. It is expected that they will at least give him a vote of thanks.

It is said that Hongkong needs a new Government House. Something in lieu-a style!

Apparently, dogs must wear muzzles anywhere excepting on the Republic Bay beach.

When winter comes many a flapper will be sorry she got such a tanning!

Thursday's official summary stated that the Share Market appeared to have a tired look. A slogan is obviously suggested. What about—Share, no!

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**MEMORIAL SERVICE
AT CATHEDRAL.**

**IMPRESSIVE TRIBUTE TO
KWONGSANG VICTIMS.**

"Let us thank God for the courage and devotion to duty of the Master, Officers and Crew of the s.s. Kwongsang, and for the happy memories that so many of us have of friendship and brotherhood with them, and with those others who, in company with them, passed to the fuller life beyond the veil."

This solemn passage, pregnant with simple meaning, was echoed in the hearts of all who attended a memorial service, at St. John's Cathedral yesterday afternoon, for those who fighting a desperate battle with the elements on board the ill-fated s.s. Kwongsang.

Wherever they happened to be yesterday, the ships operated by Messrs. Jardine, Matheson and Company Limited, and the Indo-China Steam Navigation Company, Limited, paid tribute to the memory of the dead, flags on all these vessels flying at half mast, while in Hongkong harbour this token of remembrance was also followed by ships other than of these two companies.

Remarkable public sympathy was shown, as evidenced by the large number of mourners and sympathisers who attended. Well before half past five, the hour at which the service was timed to start, the pews were nearly filled.

Included among the mourners, was Mr. J. H. Ruttonjee, together with other relatives of the late Mr. Shroff, a passenger who lost his life in the disaster.

The Governor Represented.

His Excellency the Governor was represented by his A.D.C., Capt. T.A.H. Colman, while the Hon. Commander G. F. Hole, R.N. (retired) represented the Government. Others present were Commodore A. H. Walker, accompanied by Pay Commander Grace and Commander Curtis; also H.E. the G.O.C. Major General J. W. Sandilands, accompanied by Captain Cameron and Capt. L. A. T. Thorp.

Others present included the Hon. Mr. W. T. Southern, Hon. Mr. H. T. Cressy, Hon. Mr. E. D. C. Wolfe, Hon. Mr. C. Gordon Mackie, Mr. A. H. White, Hon. Mr. J. J. Paterson and Hon. Mr. Taylor. Among others, the Indo-China Company was represented by Mr. and Mrs. W. Sanderson, Mr. Annette, Capt. and Mrs. D. Skinner, Capt. D. H. Gilbee, Capt. S. O. Milford (s.s. Foonshing), Capt. Middenway, Mr. G. N. Nelson (chief engineer, s.s. Foonshing) and Mrs. Nelson, as well as all the members of the shore staff, and a number of officers from Indo-China Co. vessels in port.

Among those present from Messrs. Jardine Matheson and Company, Ltd., were Mr. and Mrs. A. B. Stewart, Mr. and Mrs. R. Gordon, Mr. E. F. Aucott, Mr. N. L. H. Rinton, Mr. A. Murdoch and Mr. Ho Leung (compradore).

Messrs. J. D. Danby, J. Thayer and F. W. James, of Messrs. Butler, field and Swire, were also present, and others noticed among the congregation were Capt. T. T. Laurence D.S.C., Mr. M. F. Key (representing the Chamber of Commerce), Mr. J. H. Little, Mr. G. E. Mitchell and Mr. P. S. Cassidy.

In addition there were large naval parties from warships in harbour.

Impressive Service.

Cherry taking part in the service were the Rev. G. T. Waldegrave, the Rev. H. V. Koop (who represented the Dean), the Rev. G. Walton Rogers, and the Rev. E. A. Armstrong.

The service commenced with the singing of the hymn "Jesus Lover of my Soul," this being followed by Psalm 130. Then the lesson, Revelation XXXI, 1-7 was read. Following this were prayers and the hymn "Fierce raged the tempest of the deep." Then came prayers, the hymn "Eternal Father strong to save," a final prayer, The Benediction, and the simple but none the less impressive service ended with the Dead March, played on the organ. The organist was Mr. G. K. Oliver.

THE SHATTIN DISASTER.

**WORK OF THE AMBULANCE
BRIGADE.**

Mr. Alfred Morris, Asst. Commissioner of the St. John Ambulance Brigade, has received the following letter from the Chief Secretary of the Ambulance Department of the Order of St. John of Jerusalem:

"Dear Sir,—Your letter of 21st May with enclosures relating to the work done by members of the Brigade at the accident on the Kowloon Canton Railway on 20th April, 1931, was brought to the notice of the Ambulance Committee of the Order and the Council and Chapter-General, by the Chief Commissioner at its last meeting. Those present learnt with considerable satisfaction of the very valuable services rendered on this occasion by Mr. A. el Arculli and other members of the Kowloon-Canton Railway Division of the St. John Ambulance Brigade Overseas and it was unanimously resolved to recognise these services by the award of Votes of Thanks on Vellum to the following: A. el Arculli, Wan Hau-kong, Chan Pak-ling, Pan Chi-fan, Tsang Chung."

Further communications regarding these Votes of Thanks will be forwarded to you direct by the Chancery of the Order.

I am instructed by the Chief Commissioner to ask you to convey to those concerned his deep appreciation of their services and the way in which they so worthily upheld the traditions of the Brigade."

CHINESE WEDDING.

**CELEBRATION HELD AT
HOTEL CECIL.**

A pretty Chinese wedding was contracted yesterday between Mr. Phoon Yau-shing of the Rensha News Service and Miss Chow Mo-ching of Canton, the marriage ceremony being conducted according to Chinese rites. The couple was present at a big reception tendered subsequently at the Hotel Cecil, where their relatives and a large number of friends gathered to welcome and wish them happiness and prosperity.

The toast of the bride and bridegroom was fittingly given by Mr. Wong Kwong-tin, who briefly mentioned the academic success of the bridegroom in Canton, where he also had shown enthusiasm in the organisation of sporting clubs. Mr. Wong then dwelt on Mr. Phoon's work as a journalist, in his capacity of a staff member of the Rensha News Service of Hongkong. His writings, and his interest in social affairs, had been much appreciated.

The speaker also mentioned the bride's scholastic accomplishments at the Canton Women's Normal School, and congratulated her on her happy choice of such a bright and resourceful life partner in Mr. Phoon. He concluded by asking all present to drink to the health of the couple.

A SPEEDY SEAPLANE.

**ITALIAN MACHINE'S 635
KILOMETRES AN HOUR.**

De Senzano, Sept. 11.
A new Italian seaplane attained a speed of 635 kilometres an hour on Lake Garda.—*Reuter*.

[The speed in miles is about 397 m.p.h., an unofficial record, though British machines built for the Schneider race (and to be flown today) have attained over 400 m. p. h. in practice flights.]

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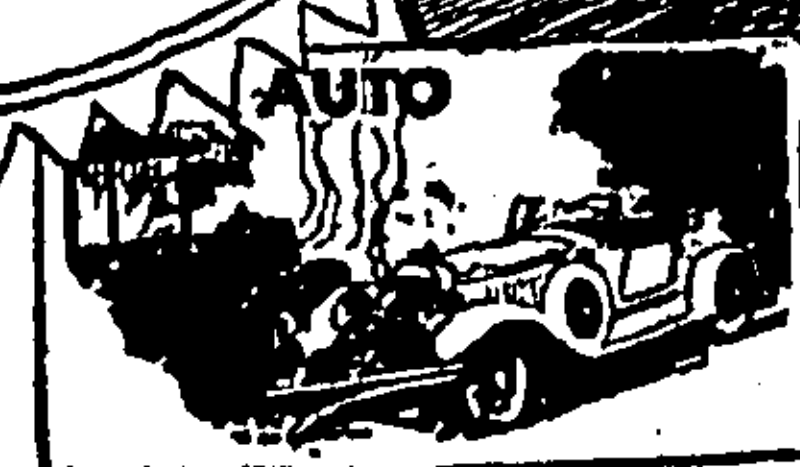
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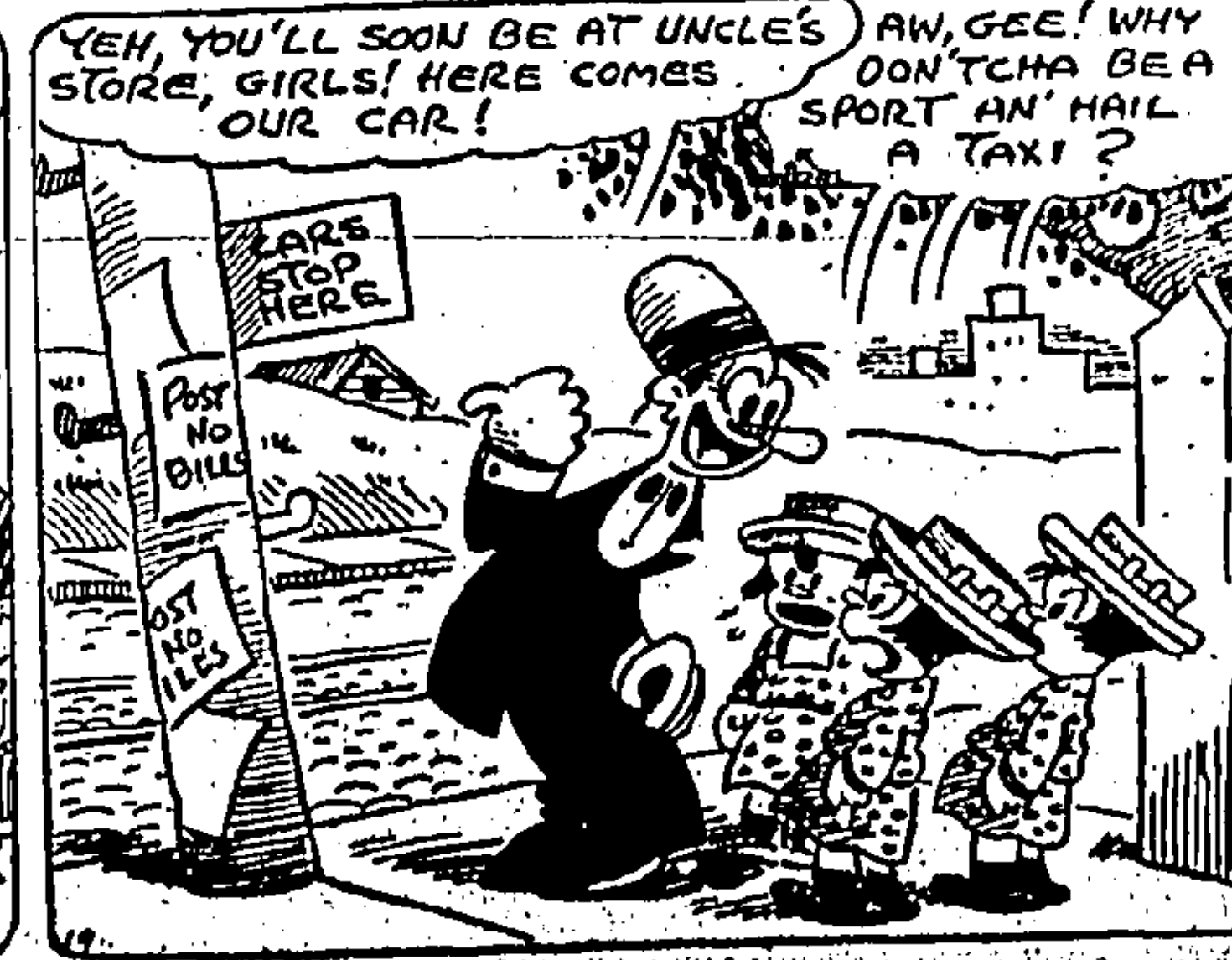
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By Small

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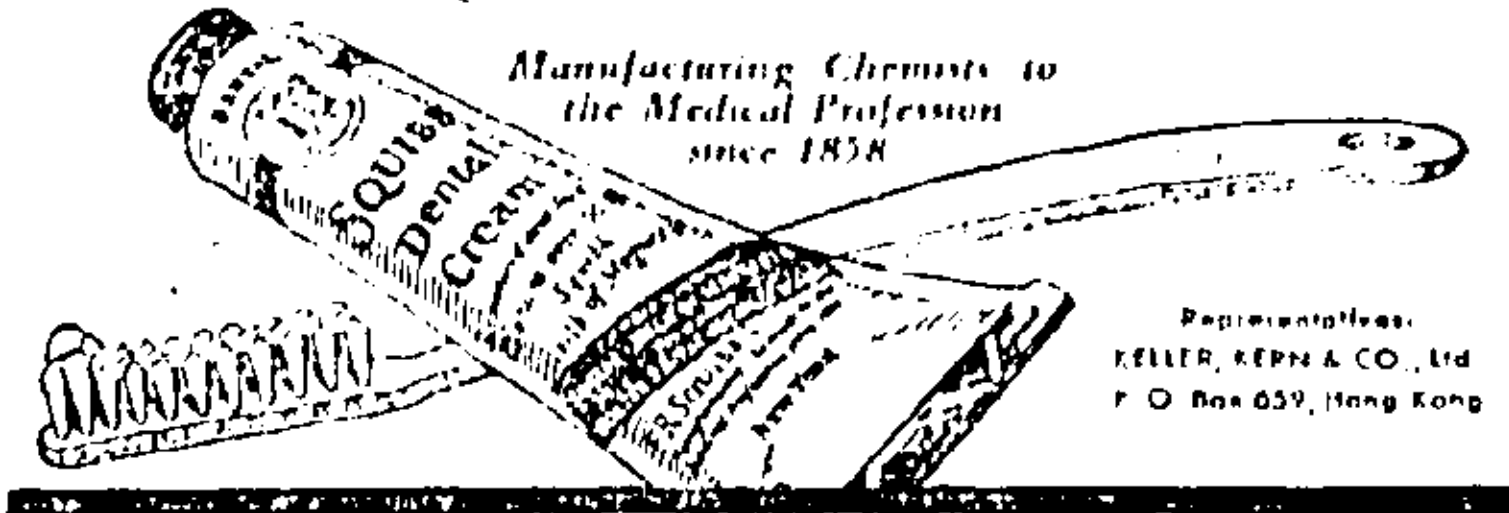
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Decayed teeth have an important bearing upon gum diseases, and children who practice proper mouth hygiene are remarkably free from them.

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SQUIBB DENTAL CREAM

E. R. SQUIBB & SONS, NEW YORK



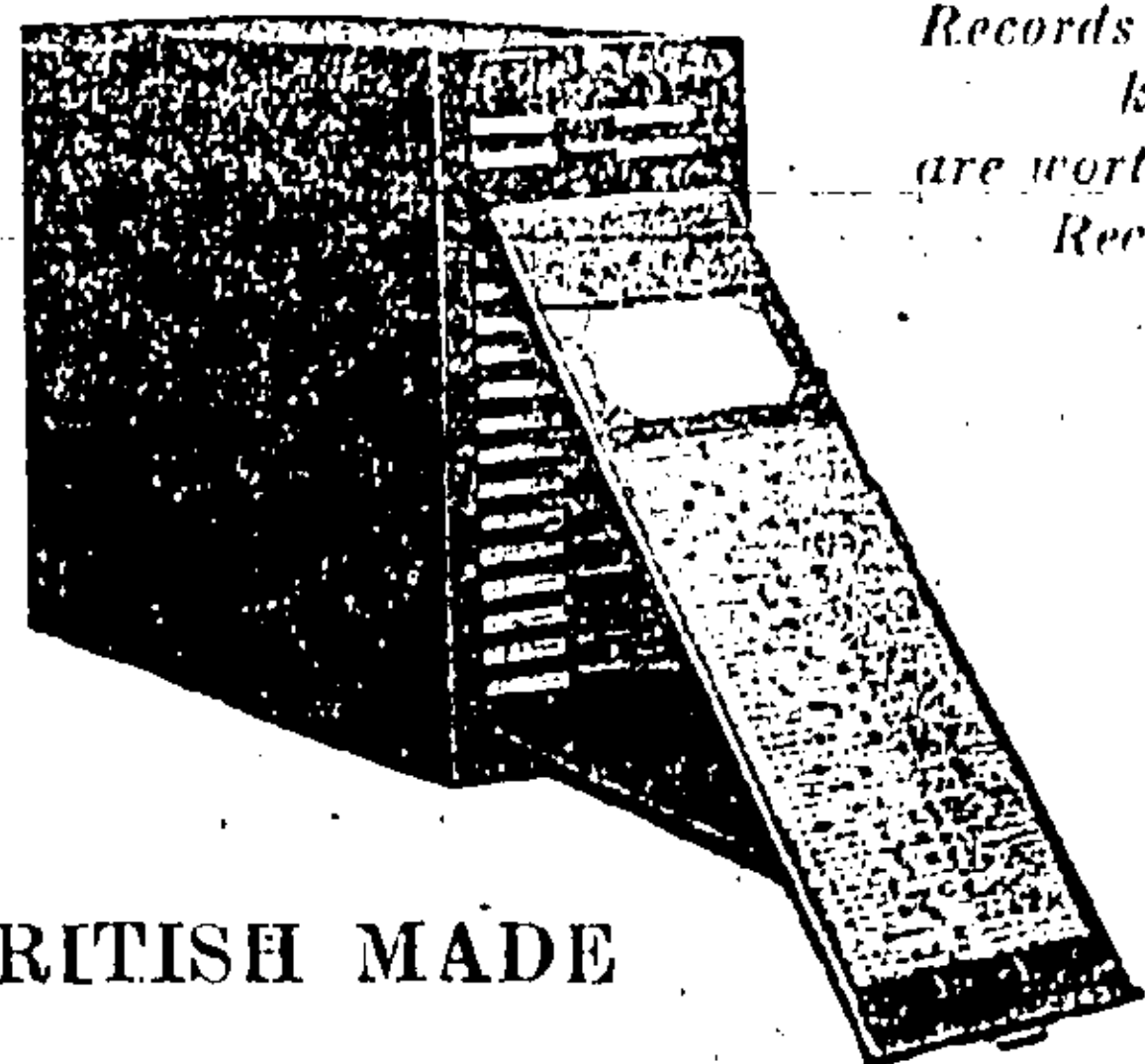
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Heart of Liane

by MABEL McELLIOTT

CHAPTER XXII

An office boy brought in a card to the shifty-eyed man in the swivel chair. The shifty-eyed man read it, ran his grimy finger appraisingly over the pasteboard and said, "Tell her to come in."

He did not rise. His lids drooped with scarcely veiled insolence. "Miss—ah Lord?" He pretended to consult the card again.

The tall girl wrapped in her furs, a little half veil concealing the upper half of her mobile face, nodded haughtily.

"Cut out the acting," she said curtly. "Just because I haven't seen you since Florida is no reason for you to pretend you've forgotten me."

The man smiled evilly. "I thought you preferred the—ah—connection to be severed. I paid you well. You said you wanted to get out. Haven't seen you since. What's on your mind now? I suppose you're in the red again. You dames never come around unless you want money. Not a one of you," he whined in mock pathos, "does a hand's turn for friendship's sake."

"Friendship?" The young woman in fur sneered.

"If I have what I call a hot tip I come to you. Otherwise I stay away. I don't like you and it's to your advantage not to tell anyone you know me. I've got a tip now. What will you pay?"

The man spread out talon-like hands in a curiously expressive gesture. He shrugged faintly.

"Whaddya got?"

"It's good," said the girl quietly.

"Good for the sheet or good for the racket?"

It was her turn to shrug now.

"How do I know? Maybe one, maybe both. Either way it's what you call juicy."

The man reached into a pocket of his wrinkled coat and produced a greasy looking packet of cheap cigarettes.

"Have one?"

The girl's movement of withdrawal was so faint that another might not have seen it. The man did and his lips curled back over his yellowed teeth.

"Too nice for these, heh?"

"I smoke my own, thanks." She tapped one on a black enamelled case and lighted it.

"Well, spill it. Things have been quiet lately. I can stand a break."

The girl began to speak. Her voice rose and fell eagerly.

At the end of her recital the man said shrewdly, "What you got against this doll? Sounds personal to me."

"You mind your own business!" Her voice had an unaccustomed shrillness.

He shrugged again. "None of my funeral. It's good. We'll hop to it. What say we jump the young gent right away? He'll pay plenty."

She stood up. "You do it my way, or it's out. I tell you it will work."

"Oke, baby. You haven't muffed anything in the past. Why don't you come in with me regular? We'll make a team."

She laughed. "It only interests me as a side line. And only when I'm hard up. Remember if you ever try any funny business on me that I know more to your disadvantage than you do to mine. I can deny ever having seen you. But your record—!"

His eyes glittered. "Forget it! We've had this out before. I'm a good guy if you treat me right."

She was drawing on her gloves. "I know. I just wanted to remind you."

She went down the dirty stairs, picking her way meticulously. The man watched until the street door closed after her. He grinned.

"These dames," he muttered. "High hat as the devil and mean as hell! What's it to me?"

"Where have you been?" Fanny demanded petulantly from her station at a corner table in the Ritz. "I've been waiting for hours. You said you'd be here at one."

Tressa smiled good-humoredly. "I stopped at one or two places and you know how hard it is to get any place in this traffic."

Fanny held up two fingers and the captain rushed toward them.

"Do let us see a menu," she demanded pettishly. "I'm starving."

Tressa refused to let her sister's crossness spoil the delicious luncheon she presently ordered. She was vivacious. Her eyes danced and she chatted animatedly. When she espied two or three people she knew she waved to them.

"There's Van and Muriel," Tressa announced, ignoring Fanny's cold politeness. Poor Fanny who was always abnormally out of sorts when she was hungry.

"Where?"

"Over there behind that woman in the purple hat. Did you ever see such a headpiece? It's positively pre-war!"

Fanny who had now consumed her soup giggled. She was mollified by the sight of that ridiculous hat. It made her own seem brilliant.

"Oh, but that's Lady Devenant. She can get away with clothes like that."

Tressa shrugged. "She looks like a horse."

"Yes, but doesn't she? She's a quaint old piece. Frightfully rich. She asked Bill and me to stay at her place in Surrey once years ago but Bill had flu and we couldn't go. I was terribly disappointed."

Tressa wasn't listening. Fanny rambled on. "Look, Tressa, I'll stop at her table as we go out. She's taken a marvellous place at Palm Beach for January. The biggest one there—the one with the most gilt on the roof. Perhaps she'll ask us. You'd like that, wouldn't you?"

"No, not a bit. Besides, I don't think I shall be leaving New York so early."

Fanny was so horrified she put down her knife and fork which she took pains to handle in what is known as the continental manner.

"So early? What on earth do you mean? You know how desolate town is after Christmas. Why, you were saying only yesterday that you hoped we could break away before that!"

"I know but I've changed my mind," Tressa smiled enigmatically.

Fanny sniffed. "Of all the insane notions! What have you got up your sleeve?"

"Nothing at all. Or, yes, perhaps I want to stay for the Boxts Arts ball. I haven't been since the year I came out. They say it's a grand party."

Fanny planted her elbows firmly on the table and took a sip of water from a glass of sapphire colour.

"Now, Tressa Lord, don't dare to look me in the eye and talk such nonsense! I know you're not going to hang around New York for any such silly reason. What is it all about? You might as well tell me."

Tressa frowned in annoyance. "You do make a fuss about nothing at all."

Fanny brushed this away as irrelevant. "I know you. And Eva's going to be relieved when we take ourselves off. I shan't dare to broach the subject of any such extended visit. She'll be busy this winter if her plans work out as she thinks."

Lazily Tressa announced, "Oh, you needn't broach the subject at all. Trust me. I'll have Eva begging me to stay. You needn't hang around unless you want to. Go south if you like and I—well, maybe I'll join you later."

Fanny shook her head in perplexity. "It's all beyond me. For days now you've been raging to be up and away. You said it was unendurable to stay at Eva's with that girl lordling it over you! although where you get that crazy notion I can't think. She's the pleasantest person imaginable."

"(To be Continued.)"

"Don't start on that again," Tressa snapped.

But Fanny was persistent. "I shall if I like. I'm frankly baffled. I'd almost got round to buying our tickets for the south."

"Well, don't. At least, don't buy one for me."

She erased the frown for a smile as Van and Muriel approached their table. "Stop a minute. Fanny and I are boring each other stiff. We long for a bit of gossip to cheer us up."

Muriel sat down with a clatter of bracelets and vanity boxes. "Don't know a thing. Sorry! Every thing's dead. Give me a cigarette, somebody."

Van produced one and conversation halted as it was lighted.

"What," Fanny Amberton inquired maliciously, "did girls say to men before they learned to ask for cigarettes?"

"They pouted," Van told her promptly. "Or they blushed and bridled."

"Not a blush or a bridle in the lot of 'em now, more's the pity," Fanny remarked briskly.

Muriel had slumped back in her seat, looking extraordinarily like a painted doll. She had a taste for the faintly bizarre in clothes and to-day she looked like the girl on the Christmas posters. She wore a short jacket of white fur and close fitting white fur hat. In this frame her sharply etched highly coloured little face looked impudent and unreal.

"This is the most poisonous town," she drawled. "Can't think why anyone lives here. Van, take me to Cannes, won't you?"

"At once?" His tone held the amused superciliousness of an adult for a troublesome child.

"Well, to-morrow, anyway."

"Sorry, I have a board meeting to-morrow."

Muriel forgot her drawl for an instant and became all sparkle and gaiety as she bowed to a burly man in a blue suit.

"That's Hints, the fighter. Met him at Adele's Friday for tea. Rather fun. Everybody pulled his leg and he didn't know it. I adore fighters, don't you?"

Tressa, appalled, said, "I don't know any."

"Oh, but you should! It's very chic this season. Van, don't take me to Cannes until next week. Want to see Hints at Madison Square Garden on Friday."

Van dropped his lids. "I thought you were going to the Garrisons' dinner?"

Muriel clasped her hands in mock dismay. "Heavens, Van! Don't ask me to do that! I'd die of boredom at the Garrisons'. Get me out of it. I must see Hints in his little green shorts. They say he's the cutest thing!"

Fanny Amberton, having listened to quite enough of this, began to draw on her gloves.

"No, don't get up, Van. I'm just running over to speak to Lady Devenant. Hold the check for me, Tressa. I'll be back in a moment."

Muriel drawled, "I want to put on a new face, Van. See you on the Madison Street side in a jiffy."

He started to make his farewells, but Tressa halted him. "Mind stopping for a minute. Van? Muriel will take ages doing her mouth with lip red."

He turned his dark, curiously inscrutable gaze upon her.

Tressa smiled. "Do sit down! Fanny will be back in a minute but there's something I particularly want to say to you."

(To be Continued.)

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INDIAN RECREATION CLUB.

Notice is hereby given that the 13th Annual General Meeting of the Club will be held at the Club premises on Saturday, the 19th day of September, 1931 at 4 p.m. Business:—To receive the Statement of Accounts, to elect Officers, a Committee etc., and to transact any other business.

A. H. MADAR,
Hon. Secretary.

CHURCH NOTICES.

To-morrow the Fifteenth
Sunday after Trinity.
LOCAL SERVICES.

St. John's Cathedral, Hongkong.
13th September, 1931. Fifteenth Sunday after Trinity. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Matins and Sermon 11 a.m. Preacher: Rev. N. V. Hayward. Evensong 6 p.m. Preacher: Rev. H. V. Koops.

Union Church, Kennedy Road.
Sunday, 13th September, 1931. Morning Service, 11 a.m. Evening Service, 6 p.m. Preacher at both Services, Rev. E. G. Powell. Social Hour after Evening Service, Sunday School: Kennedy Road, 10 a.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Substance." The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 6.00 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

St. Andrew's Church, Kowloon.
13th September, 1931. Fifteenth Sunday after Trinity, 8.15 a.m. Holy Communion, 10.00 a.m. Primary Sunday School, Young People's Service, 11.00 a.m. Morning Prayer and Sermon, Preacher: The Vicar, 6.00 p.m. Evening Prayer and Sermon, Preacher: Rev. E. A. Armstrong.

Wesleyan Methodist Church, Wanchai, (Opposite Royal Naval Hospital, Queen's Road, East.) Sunday, 13th September, 1931. Morning Service: 10.15 a.m. Evening Service: 6 p.m. Preacher at both Services:—Rev. J. C. Knight Anstey. At the Sailors' and Soldiers' Home, 22, Hennessy Road, Wanchai, Every Sunday at 8.15 p.m. Service Men's Hour. A hearty Welcome to all.

G. R.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on Monday, the 14th day of September, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Sai Ying Pun, Kowloon City, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
1	New Kowloon Island Lot No. 127.	South of New Kowloon Inland Lot No. 182, Sai Ying Pun, Kowloon City.	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet.	As per sale plan.	About 15,000 sq. ft. \$15	\$22,500

G. R.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on Monday, the 14th day of September, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Cheung Sha Wan, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
2	New Kowloon Island Lot No. 128.	Along New Kowloon Inland Lot No. 60, Castle Peak Road.	N. 100 feet, E. 100 feet, S. 100 feet, W. 100 feet.	As per sale plan.	About 20,000 sq. ft. \$20	\$10,445

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SUGAR MARKET.

THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-treath and Co.

London Terminals.
March 1932 5/11 3/4 down 1/4d.
May 1932 6/1 1/4 down 1/4d.
August 1932 6/3 1/4 down 3/4d.
December 1932 5/8 1/4 down 1/4d.
New York Terminals.
March 1932 1.38 down 4 pts.
May 1932 1.42 down 5 pts.
July 1932 1.48 down 4 pts.
September 1932 1.52 down 5 pts.
December 1932 1.34 down 4 pts.

London (11/9/31).—Cuban interests have formed a Pool controlling 75% of the exportable balance.

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Entries may comprise bathing scenes, local street scenes, typical studies of local Chinese life, photos of local beauty spots etc.

RULES OF COMPETITION.

- The competition is confined exclusively to amateurs.
- The prizes will be awarded to the competitors sending in what are adjudged to be the best photographs submitted during the month of September.
- The Editor's decision shall be final. In the event of two or more photos being considered of equal merit either of the three prizes will be divided accordingly.
- Photographs which have already been entered in local competition are ineligible.
- The right to publish any or all of the photos in the Telegraph is reserved.
- Photos, preferably black and white glossy prints, should be addressed to the Editor and be inscribed on back with name and address of sender.
- The result of the competition will be announced simultaneously with the publication of the final batch of photos.

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AIR MAIL.

Letters for Europe via Siberia intended for transmission by Airmail from Shanghai to Manchouli must be posted over the counter of the G.P.O. or Kowloon Branch Post Office where full particulars of the Airmail service can be obtained. Times of closing Shanghai-Manchouli Airmails are advertised on the Outward Mail list below.

INWARD MAILS.

From	Per	Due
U.S.A., Canada, Japan and Shanghai (Seattle, 22nd August)	Pres. Taft	September 12. (Ship due at 8 p.m. on 11th inst.)
Shanghai and Amoy	Nanning	September 13.
Shanghai and Amoy	Tjikembang	September 13.
Manila	Pres. Wilson	September 14.
Shanghai and Amoy	Tsinan	September 14.
Saigon	Chenonceaux	September 15.
Japan and Shanghai	Sphinx	September 15.
Java via Batavia	Tjisadane	September 15.
Calcutta and Straits	Kulsang	September 15.
Canada, U.S.A., Japan and Shanghai (Vancouver B.C., 20th August)	Empress of Asia	September 17.
Australia and Manila	Kamo Maru	September 17.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 22nd August)	Shinyo Maru	September 18.
Japan and Shanghai	Terukuni Maru	September 18.
London, Parcels only (London 13th August)	Sarpedon	September 18.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 21st August)	Pres. Fillmore	September 19.
Straits	Katori Maru	September 19.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 28th August)	Pres. Hoover	September 21.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
Fort Bayard	Winglee	Sat. Sept. 12, 2.30 p.m.
Shanghai	Pembroke	Sat. Sept. 12, 2.30 p.m.
Straits	Lyeemoo	Sat. Sept. 12, 3.30 p.m.
Manila	Pres. Taft	Sat. Sept. 12, 4.30 p.m.
Amoy	Anshun	Sat. Sept. 12, 5 p.m.
Swatow, Amoy and Formosa	Canton Maru	Sun. Sept. 13, 9 a.m.
Bangkok via Swatow	Kiangsu	Sun. Sept. 13, 9 a.m.
Swatow	Hydrangea	Mon. Sept. 14, 3 p.m.
Sandakan	Yusang	Mon. Sept. 14, 3.30 p.m.
Manila, Australia and New Zealand via Thursday Island	Taipei	Tues. Sept. 15, 14th 5 p.m.
	Parcels	15th 9.45 a.m.
	Registration	15th 11.45 a.m.
	Letters	15th 10.30 a.m.
	(Due Thursday Island, 26th Sept.)	
Manila and Java via Sourabaya	Tjikembang	Tues. Sept. 15, 9.30 a.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, C. and South America and Europe via San Francisco	Pres. Wilson	Tues. Sept. 15, 15th 10 a.m.
	Parcels	15th 11.45 a.m.
	Registration	15th 12.30 p.m.
	Letters	15th 10.30 a.m.
	(Due San Francisco 6th October.)	

Fort Bayard, Hoihow, Pakhoi and Hoihow	Tonkin	Tues. Sept. 15, noon
Straits, Ceylon, India, Mauritius E. and S. Africa, Egypt and Europe via Marseilles	Menelaus	Tues. Sept. 15, K.P.O.
	Registration	1 p.m.
	Letters	1 p.m.
	G.P.O.	
	Registration	1.15 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 16th October.)	

Saigon, Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Sphinx	Tues. Sept. 15, K.P.O.
	Registration	10 a.m.
	Letters	1 p.m.
	G.P.O.	
	Registration	1.15 p.m.
	Letters	2 p.m.
	(Due Marseilles 17th October.)	

Shanghai, Japan and Europe via Siberia	Chenonceaux	Tues. Sept. 15, 2 p.m.
Swatow, Amoy and Foochow	Haining	Tues. Sept. 15, 2 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, C. and S. America and Europe via San Francisco	Tatsuta Maru	Wed. Sept. 16, 16th 5 p.m.
	Registration	16th 5 p.m.
	Letters	18th 8.30 a.m.
	(Due San Francisco 7th October.)	
	Tjisadane	Wed. Sept. 16, 8.30 a.m.

Amoy	Ordinary Letters only for Europe	Tatsuta Maru	Wed. Sept. 16, K.P.O.
	super-scribed "Via Siberia, Air Mail Shanghai-Manchouli"		
		15th	4.30 p.m.
		G.P.O.	
		10th	8.30 a.m.
		Hopsang	Wed. Sept. 16, 10.30 a.m.

Swatow	Japan and Canada via Victoria B.C.	Ixon	Thurs. Sept. 17, 10.30 a.m.
			(Due Victoria B.C. 18th October.)
Manila	Emp. of Asia		Thurs. Sept. 17, 4.30 p.m.
Amoy	Kulsang		Thurs. Sept. 17, 5 p.m.
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NOTES SUPPLIED BY THE THEATRES.

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It reveals Richard Dix in a new and startling role . . . that of Yancey Cravat, glamorous hero of the mighty Edna Ferber story. Given the great-out chance of his long and notable film career, Dix comes through with a characterization that will rank high among the best performances in the history of modern entertainment.

In Irene Dunne, Radio Pictures has made the most sensational discovery of the talkie age. Not only is her beauty and stage presence unsurpassable, but her acting is nothing less than inspired.

Roscoe Ates exhibits a Chaplinesque sense of humour that evokes mere through gales of laughter—and vice versa; while George E. Stone after this will be considered among the foremost character actors.

In fact, every member of the cast of thirty-three artists is outstanding. Edna May Oliver, Nance O'Neil, William Collier, Jr., Stanley Fields, Eugene Jackson and a long list of others. But the emotional relationship between Yancey and Sabra: It's like the beauty and power of a mighty mountain torrent which relieves mere spectacle, quaint realism and other story splendours to the background. Never before has there been a love story as strange, or filled with as many comic thrills. It is one picture that has kept faith with the original author. "Cimarron" on the screen, if anything, flatters the novel and the characters. It is bigger and finer in every way.

"Mr. Lemon of Orange."

El Brendel, the funny Swedish comedian, makes his bow as a bold, bad gangster in "Mr. Lemon Of Orange." Fox comedy at present filling the King's Theatre with laughing patrons. Co-starring with Brendel is the vivacious French comedienne, Fifi Dorsay, who has the role of a singer in a nightclub that serves as headquarters for a dangerous gang of ji-jackers. Brendel plays two roles in this production, the first that of an inoffensive toy store salesman, and second as "Silent Mickey," notorious gang chieftain for whom he is mistaken.

A strong supporting cast includes William Collier, Sr., Ruth Warren, Donald Dillaway and Joan Castle. John G. Blystone, who has produced more than 100 outstanding pictures for the screen, directed.

Brendel stumbles into the danger zone immediately after a truckload of liquor has been ji-jacked and Fifi Dorsay's brother killed. Brendel's remarkable resemblance to McGee causes Fifi to seek revenge for the murder of her brother on the innocent toy store employee. She invites him to call on her at the night club where she works. He accepts and proceeds to have the time of his life, utterly unaware of the fact that the gang is all set to "give him the works." The innocent Fifi is able to learn from him where the liquor truck was taken. Dillaway, in love with Joan Castle, Brendel's niece, learns of the plot and discovers the case of mistaken identity and is able to tip off Brendel to his peril just in the nick of time. After escaping in a novel manner, Brendel becomes the centre of a gang fight and finds himself mistaken by McGee's own men for their leader. In this predicament he tries to act as he thinks a gang boss would, and adds considerably to the comedy of the situation and his final escape.

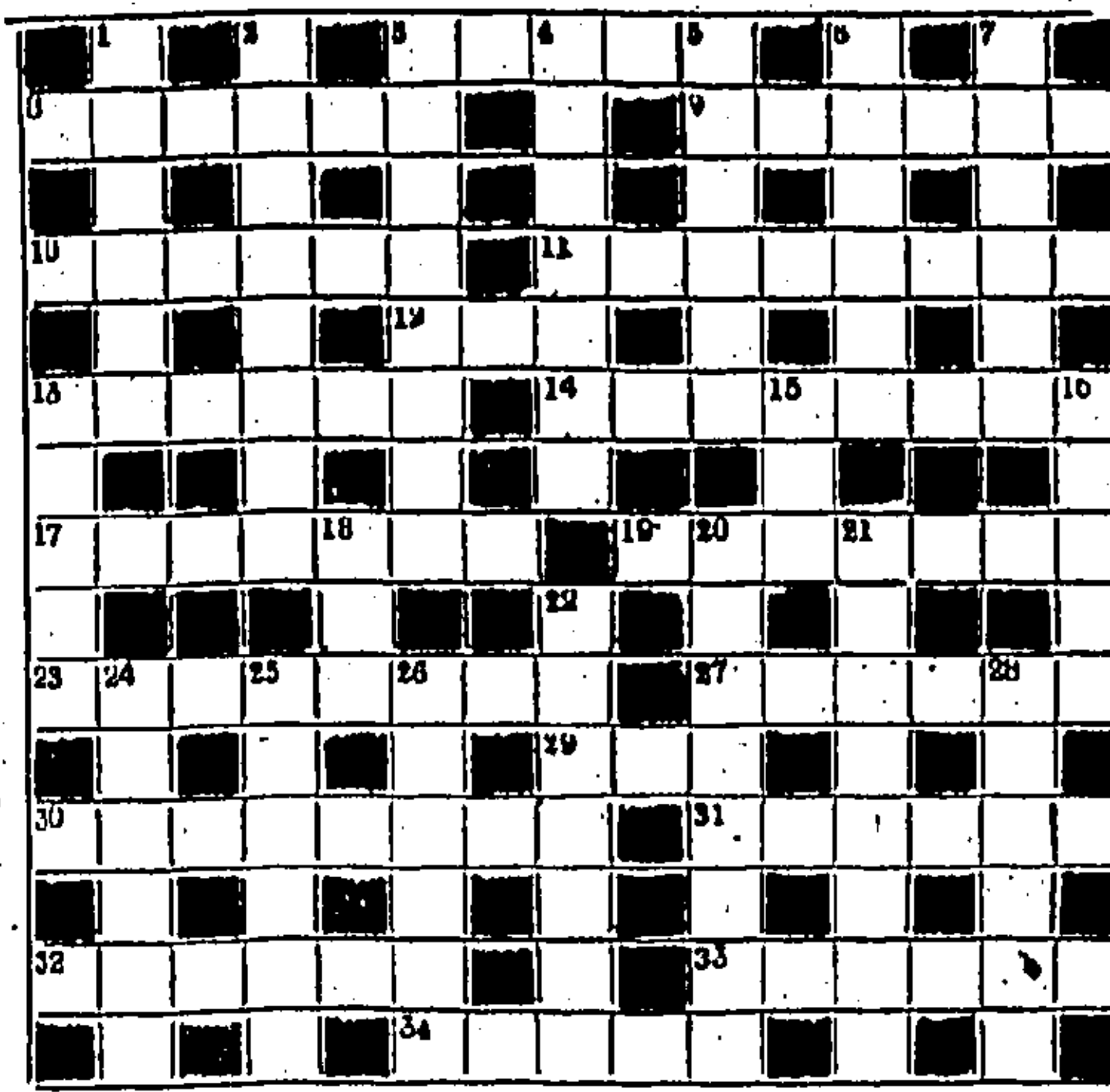
One of the features of the production is the song, "My Racket Is You," which is sung by Fifi Dorsay in her role of cabaret entertainer. The song was written by James Hanley.

"Up the River."

Humphrey Bogart is destined to become one of the screen's foremost leads in the prophecy of studio officials after seeing his work in "Up the River," John Ford's hilarious comedy for Fox Movietone.

A stage actor of note who became an overnight sensation in Belasco's "It's A Wise Child" on Broadway, Bogart was snapped up by Fox officials and brought to Hollywood, where he made his screen debut with Victor McLaglen after he was assigned the romantic lead opposite Claire Luce.

OUR BRITISH CROSSWORDS.



Across

- 3 It'll cost you a shilling to see the tyrant.
- 8 Model.
- 9 The laughter does not indicate a happy mind.
- 10 Spit.
- 11 Although this operation begins in camp, it may be purely political.
- 12 A way they have in many a French town—to our regret.
- 13 East—and yet, not quite Oriental.
- 14 Distribute.
- 17 Height achieved by certain ends.
- 19 Although this is very biting, it may easily be made quiet.
- 23 A flexible device employed by the octopus.
- 27 Hostility.
- 29 A corals' end.
- 30 Although he may, in a measure, spoil metal, he will never spoil men.
- 31 He offered no choice.
- 32 Less fresh.
- 33 A necessity to the fisherman this.
- 34 Went astray.

Down

- 1 Conjuror's pilgrim.
- 2 It is very evident that a nib is "A Pen Part" (anagram).
- 3 If from the Foreign Legion, he will soon find himself in the beginning.
- 4 Go before.
- 5 When having a meal on its banks ham should be easily procurable.

Legislative body.

- 6 It's slow travelling in these vessels.
- 13 An assault.
- 15 Hit back in a state of equality.
- 16 The way in's your way out.
- 18 One loved by St. George.
- 20 These charges are constant.
- 21 May eventually make sound though dumb at first (hyphen).
- 22 As there's nothing like this, it must be unique.
- 24 Extorts, though the number of actions is, apparently, unknown.
- 25 Complete amounts.
- 26 This bit is frequently in a hole.
- 28 In this chest we see an old god and an American axe.

Yesterday's Solution

BRELZEBUB TEPID
OCCALBLEE
COLUMBINE MACAW
HABESABEKN
ENTREAT DRESSER
SEATON
COLLIER HISSING
A LITTE PH
REQUIRE BENEFIT
BUMMO
IDOLISE AQUATIC
NORTH VIGIA
ERICA APATHETIC
ECCLETTLE
REVE DROSCENE

STICKLERS

VRVSSAYSLGANC.

By inserting the same vowel eight times, in the correct places, among the letters shown above, a complete sentence can be formed.

also a Broadway importation, in this new offering.

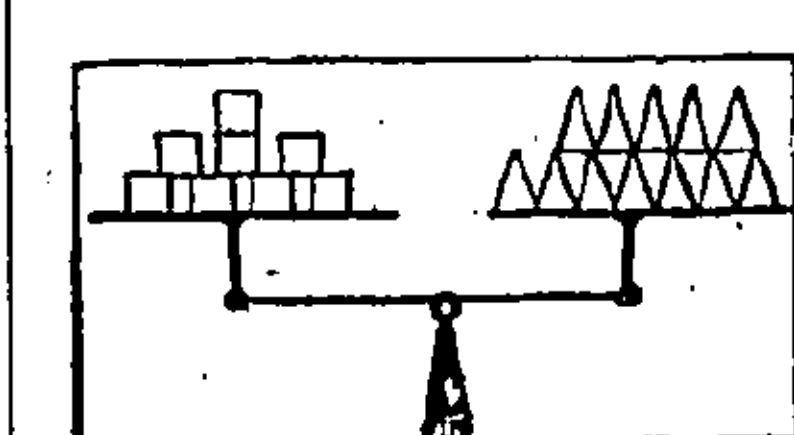
Unlike most actors, Bogart began his entertainment career in pictures. He was an assistant director and radio manager for the old World Film Company, but soon became a theatrical manager for Gree George and Alice Brady. He then appeared before the footlights in "Meet the Wife," and "The Clean-Up," "Hell's Belles," and "Cradle Snatchers."

Spencer Tracy, Warren Hymer, William Collier, Sr. and Joan ("Cherie") Lawes have the other featured roles in "Up the River," which is coming to the King's Theatre next Wednesday, and which is said to be one of the finest talkies yet produced. The huge supporting cast includes George MacFarlane, Johnnie Walker, Edythe Chapman, Morgan Wallace, Gaylord Pendleton, Sharon Lynn, Noel Francis, Althea Henly, Goodee Montgomery, Joe Brown, the Keating Sisters, the noted vaudeville team of "Black and Blue," Louise Mackintosh, Pat Somer, set and dozens of other screen and stage celebrities. John Ford, who captured the Photoplay gold medal with his screen masterpiece "Four Sons," directed the film from the original story by Maurine Watkins.

"Resurrection."

It is natural, but nevertheless a little unfair, to presuppose that the talking films will vulgarize any classic they touch and it would be

Yesterday's Solution



If five cubes and three cones balance three cubes and six cones, 12 cones will be required to balance eight cubes. This is solved by the process of elimination. Five cubes, three cones equal three cubes, six cones. Eliminate three cubes and three cones from each side and two cubes will balance three cones. Thus 12 cones will balance eight cubes.

only too easy to enumerate the false quantities in the Universal film "Resurrection," now showing at the Central. At one moment it looked as though even Tolstoy's novel was not to be safe from the invasion of the theme-song, but this ultimate indignity is happily not visited upon it, and, while the essence of the spiritual struggle in the souls of Katusha and Dmitri evaporates in the director's understandable insistence on the most obviously dramatic, there remains, when all is said and done, a film of imposing proportions not without merit and not without dignity.

Miss Lopo Velez, as Katusha, is not a little responsible for raising the film from the depths of melodrama to that higher level which inspires pity and terror in the hearts of the audience instead of the crude anxiety to know what is going to happen next. Katusha suffered much and changed in her suffering, and every change finds a true and vivid reflection in Miss Velez's acting.

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Mr. Marshall

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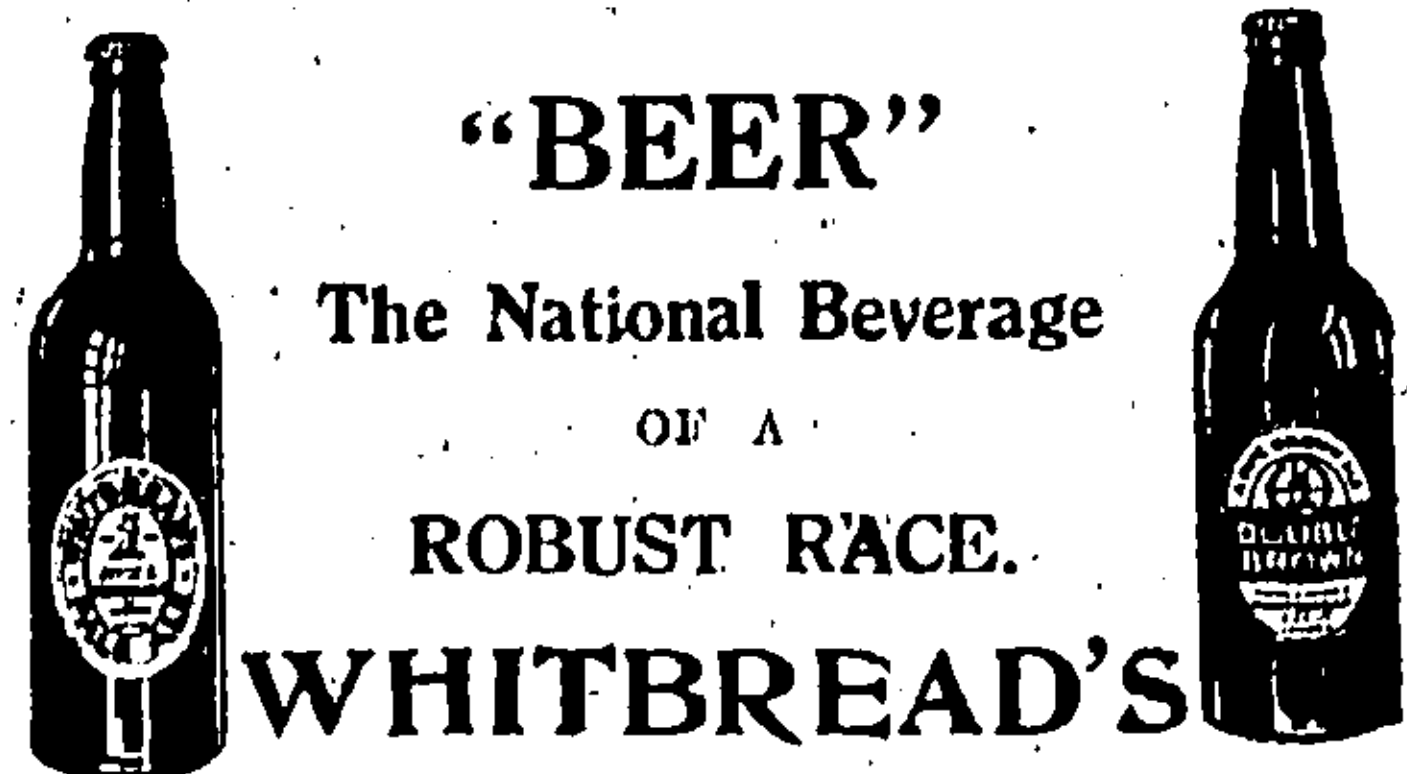
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In loving memory of John Henry
Pidgeon who departed this life on
September 12, 1927. Fondly re-
membered.

BIRTH.

ROSARIO.—At St. Joseph's Building,
on the 11th September, to Mr. and
Mrs. D. A. Rosario, a daughter.

**The
Hongkong Telegraph.**

SATURDAY, SEPTEMBER 12, 1931.

THE EMERGENCY BUDGET.

The Emergency Budget proposals outlined by Mr. Snowden in the House of Commons on Thursday, drastic though they are, do not occasion a great deal of surprise. In fact, they follow very closely the forecasts which have recently been given. They mean, in brief, that every section of the community, from unemployed to artisan, and from the salaried class to the wealthy, is being called upon to bear a share in the burden which has to be shouldered. Disgruntled Labourites may complain and allege unfair treatment of the working classes, but an analysis of the proposals does not support their contentions. Admittedly, the unemployed are to suffer a ten per cent. cut in benefits, and the working classes will have to pay more for their beer, tobacco and entertainments; but against this we have to place the heavy cuts suffered by Ministers and Civil Servants, as well as the big extra sums which the middle and upper classes will have to pay in Income Tax whilst at the same time contributing their share of the increased taxes on tobacco, beer, entertainments and petrol, to say nothing of the loss which they will evidently be compelled to suffer as a consequence of the forced conversion of War Loan.

The task of working out the impost so that they shall not fall unfairly on any one section of the people has been a stupendous one, but the Government would appear to have succeeded extraordinarily well. Possibly the Labour conception is that everybody else but the working classes should be stung; but, needless to point out,

that would be to violate the principle of equal sacrifices by all. Actually, however, it is found on analysis of the proposals that a very great part of the money saved by cuts and of the funds secured by new imposts is required for the unemployed. That point can be demonstrated by the fact that on a deficit of £74 millions, a sum of £34 millions is required to meet unemployment grants and relief. That is what the cessation of borrowing for the Unemployment and Road Funds involves. Indeed, Mr. Snowden was able to show that while seven years ago the Unemployment Fund was paying its way, this year it is costing the Exchequer about a hundred million pounds. It is very obvious, therefore, that a considerable proportion of the money saved by economies and of the new revenue raised will go towards the workless in one form or another. The unemployed have to bear a slight cut in their grants, of course, but aside from this the money which they absorb will be provided by those, of all classes, who are in work and by those of independent means. Decreased revenue and increased unemployment reflect the general depression which has been felt by Britain in common with all other countries. These are the main factors which have caused the deficit. Only by balancing the Budget can British credit abroad be restored. Already, without the proposed economies and fresh taxation, the British taxpayer is bearing a big burden. He has perforce now to shoulder a heavier load. Happily, despite the severity of the proposals, there are indications that the country is prepared to make the sacrifice. The only regret is that the Labourites led by Mr. Henderson should show such an uncompromising front and seek to raise a class war on the proposals. We can only hope they will soon come to realise the fatality of their tactics, and that the coming year will witness such a trade revival as to make it possible for some of the new burdens to be removed. The main thing is that Britain is determined, cost what it may, to show to the world that she is sound at heart.

How to Balance Budgets.

Mr. Philip Snowden has given such a disagreeably efficient demonstration of what happens when reduced income is called upon to meet increased expenditure that few British residents of this Colony will find themselves echoing Mr. Browning, whether the season be April, June or November. On the whole, depressed silver notwithstanding, we (including Government servants, and teachers) should regard ourselves as very fortunate. We are not likely to get forced off the silver standard, if a joke about a serious matter is permitted this once, and though economies have been inescapable, most of our Government departments have probably been able to find reasons why their own particular work is indispensable. One thing strikes us particularly in connexion with the National Government's economy proposals, however. A pious hope is expressed that £5,000,000 will be saved on the defence services, in addition to cuts in pay and pensions, though "it is recognised" says the White Paper, "that this will be difficult in view of the extensive reductions made during recent years." Yet it is an undeniable fact that with a disarmament conference, to which the whole world has been invited, pending Britain's appropriations for purely military—or rather, defensive—purposes, exceeds £100,000,000 per annum—a sum greatly in excess of the estimated deficit for the current year. The saving of £5,000,000 provided for is a mere drop in the bucket. Even were the £5,000,000 referred to, added, the saving would only amount to a trifle over eight per cent. Cheese-paring is not enough. The way to economise is to economise. The way to disarm is to disarm. And the parallel can be combined. The way to economise is to disarm. Were Britain the only country afflicted with financial difficulties, the principle would not be easy to

DAY BY DAY

ALL OUR WANTS, BEYOND THOSE WHICH A VERY MODERATE INCOME WILL SUPPLY, ARE PURELY IMAGINARY.—*Bolingbroke.*

His Excellency the Governor has appointed Mr. A. E. Wood to act as Secretary for Chinese Affairs.

A proclamation by H.E. the Governor provides that the Merchant Shipping Ordinance comes into effect from the 11th instant.

Lee Wan-yan, married woman, was admitted into the Kwong Wah Hospital last night, where she died as the result of swallowing opium.

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 21st inst. at 10 o'clock in the forenoon.

A revised copy of the Fiji Customs Tariff to be seen at the Colonial Secretariat. This provides preferential rates on goods produced and manufactured in Hongkong.

Chu Shu-ken, an electrician, was admitted into the Kowloon Hospital yesterday with burns received when a switch blew out and he received a shock. His condition is regarded as serious.

Special impromptu concerts have been arranged at the St. Francis Hotel for to-night and to-morrow night. Among the contributors to the programme will be a visiting baritone, Mr. Marshall.

Tenders are invited for Aberdeen West Catchwater—1st Section. The work consists of the construction of a concrete catchwater, approximately six thousand feet long along the west side of the lower Aberdeen Valley.

Returns issued by the Royal Observatory show that the average mean temperature during August was 82.7, the highest being 94 and the lowest 74.8. There were 206.8 hours of sunshine and 14.27 inches of rain, while the average humidity was 83.

A mishap in which a Hongkong Hotel bus was involved occurred in Morrison Gap Road yesterday, the victim being an old woman aged 70 years, who was knocked down and injured. She was removed to the Government Hospital, where she is not expected to live.

CORRESPONDENCE.

The University Sensation.

[To the Editor, Hongkong Telegraph.]

Sir,—Referring to the "ragging" affair in Lugard Hall, I wish to bring into prominence a few points which may be of interest to the public. I hope you will be kind enough to spare me a little space in your paper. It is said that the "rag" took such a violent form as to cause not only serious injuries to the victim, but almost his death. This, I am afraid, is an exaggeration. As one of the many undergraduates acquainted with the actual state of affairs, I wish to make it known that the victim was in no sense seriously injured. As a matter of fact, he voluntarily went to swim the following morning, and played tennis a few days later. Had he been unfortunate enough to receive "a savage attack," which might easily have proved fatal, he would have been compelled to spend a month or two in a hospital. Such, however, is not the case.

This does not mean that honest, unbiased, scientific enquiry of the case will not deserve our respect. Far from it. But when the findings of a great authority clash with our commonsense, we have every right to doubt the authority in question, whether he is a scientist or a medical man. In the present case, as in almost every other case, we should never desert our common-sense for the sake of medical evidence. Can any sensible person imagine that the victim, receiving serious injuries during a savage attack, proved himself so equal to the occasion that he voluntarily went to swim the following morning and played a game of tennis a few days later?

Yours, etc.,
K. F. LEONG.
(Undergrad.)

sustain against a reasoned argument, but a survey of the finances of solely European nations—America had a deficit of £200,000,000 last year—shows that only five out of twenty-three are balancing their budgets. England makes the sixth, but at what a cost. Is too much to hope that Geneva in February will provide an all-round alleviation of budget problems?

Why is the

GOLD STANDARD

By HUBERT PHILLIPS.

VITAL?

The Government has submitted its plans for balancing the Budget. And the obstacles likely to be laid in the way by the Labour Party suggest that the necessity of balancing the Budget is not yet everywhere realised.

"Why bother about the Budget?" say some critics. "The country is wealthy enough—she is only in temporary difficulties. Why not go on borrowing, as we are doing now, and wait till the clouds roll by?"

The query sounds plausible enough. But, unfortunately (as I shall try to show), the point has been arrived at when we can go on borrowing no longer. Unless Britain can demonstrate, beyond cavil, that her Budget will balance next March, she may well be forced off the gold standard.

And if this happens, incalculable disasters may ensue.

To make this clear, I shall endeavour to answer three questions: *Firstly, what is the gold standard? Secondly, how could we be forced off it? Thirdly, what would happen if we were?*

Though in fact the issue is straightforward enough, the answers to these three questions are for many "wrought in mystery."

What A Pound is Worth.

Quite simple: It is just a yardstick—an international yardstick of value. If the currency of a country conforms to the gold standard, its unit of purchasing power (in our case, the pound sterling) has a definite value in relation to gold, and therefore in relation to the currencies of other countries which are on the gold standard too.

This definite value is maintained by the free movement of gold between gold-standard countries in the settlement of international payments.

Thus, as long as we are on the gold standard, the pound sterling will always buy 486 dollars, 124 francs, and so on. And hence our overseas creditors know exactly what their claims upon the pound sterling are worth, in terms of the currencies of their own countries.

Now if we should go off the gold standard this certainty (which is the basis of international confidence) would disappear.

Imagine a yardstick which measures 36 inches one day, 32 inches the next, and, once it has begun to shrink, is liable to go on shrinking with alarming rapidity. This is what units of currency tend to do, once they cease to be related to the gold standard.

For this there are two reasons. One is that a vicious circle is set up of rising costs and prices (as witness the post-war circumstances of nearly all European countries); the other is that there comes into play the all important psychological factor.

The curse of inflation is that it breeds the expectation of further inflation; like the green-eyed monster, it begets the thing it feeds on.

For example, suppose I am a creditor of Britain—a holder, say, of British Government stock. Suppose I lose confidence in the future of sterling—I see the coun-

try piling up debt on such a scale as to make me wonder if it can ever meet its liabilities. What do I do? I dispose of my holdings for what they will fetch—I get out while the going is good—and, with other investors equally inclined to get panicky, the depreciation of British securities will soon set in.

And this tendency will speedily gather momentum. A "flight from the pound" will set in—an anxiety, that is, to get rid of claims upon pounds and to exchange them, as soon as possible, for claims upon other currencies.

This is how the post-war depreciation of Germany's currency began—a "flight from the mark" involving an economic crash from which Germany has not yet recovered. It was only a determination to avoid, at all costs, a repetition of that nightmare that nerved Germany to the desperate measures which enabled her to weather the recent crisis.

It is now perhaps clear how the forcing of Britain off the gold standard might come about.

If her creditors took it into their heads that she is running the risk of bankruptcy—that she may reach the point where, with the best will in the world, she cannot balance her Budget—they would begin cashing in their pounds. They would demand payment in gold of outstanding obligations on a scale which might compel the Bank of England to close its doors.

We are Sound.

That point has, of course, not been reached. Our economic position is still fundamentally sound. The proof of this is the recent action of the Central Banks of France and America, in placing at our disposal a credit of £50,000,000.

But this impressive underpinning of our financial structure was not only a gesture of confidence: it was also a definite hint that we must set our house in order.

If we fail to do so, disaster, as I have said, may overtake us. The maintenance of the gold standard is more vitally necessary to us than to any other country.

For two reasons. The one, that more than any other country we depend on our overseas trade.

We Must Keep Sound.

The other, that the credit of other countries depends largely on the integrity of the pound. If sterling should collapse, the collapse of the mark would be inevitable; the collapse, too, of the currency units of many other European States. They would go down like a house of cards. The result could only be economic chaos, bringing revolution in its train and perhaps a European war. It needs no warning from me to emphasise that we cannot afford to run these risks.

The Budget, then, must be balanced, that the gold standard may be saved; since to imperil the gold standard is to court such disasters as we can perfectly easily avoid.

The most priceless asset of a trading community is confidence, and whether we destroy confidence or restore it depends on what we do now.



"I ain't been down that way in 14 years. You don't suppose she's already married to somebody else, do you?"

FREE WHEELING

As the illustration suggests, with free wheeling your engine may be idling at 8 miles an hour while the momentum of your car is turning the wheels at a speed of 40 miles per hour.

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Hongkong Telegraph

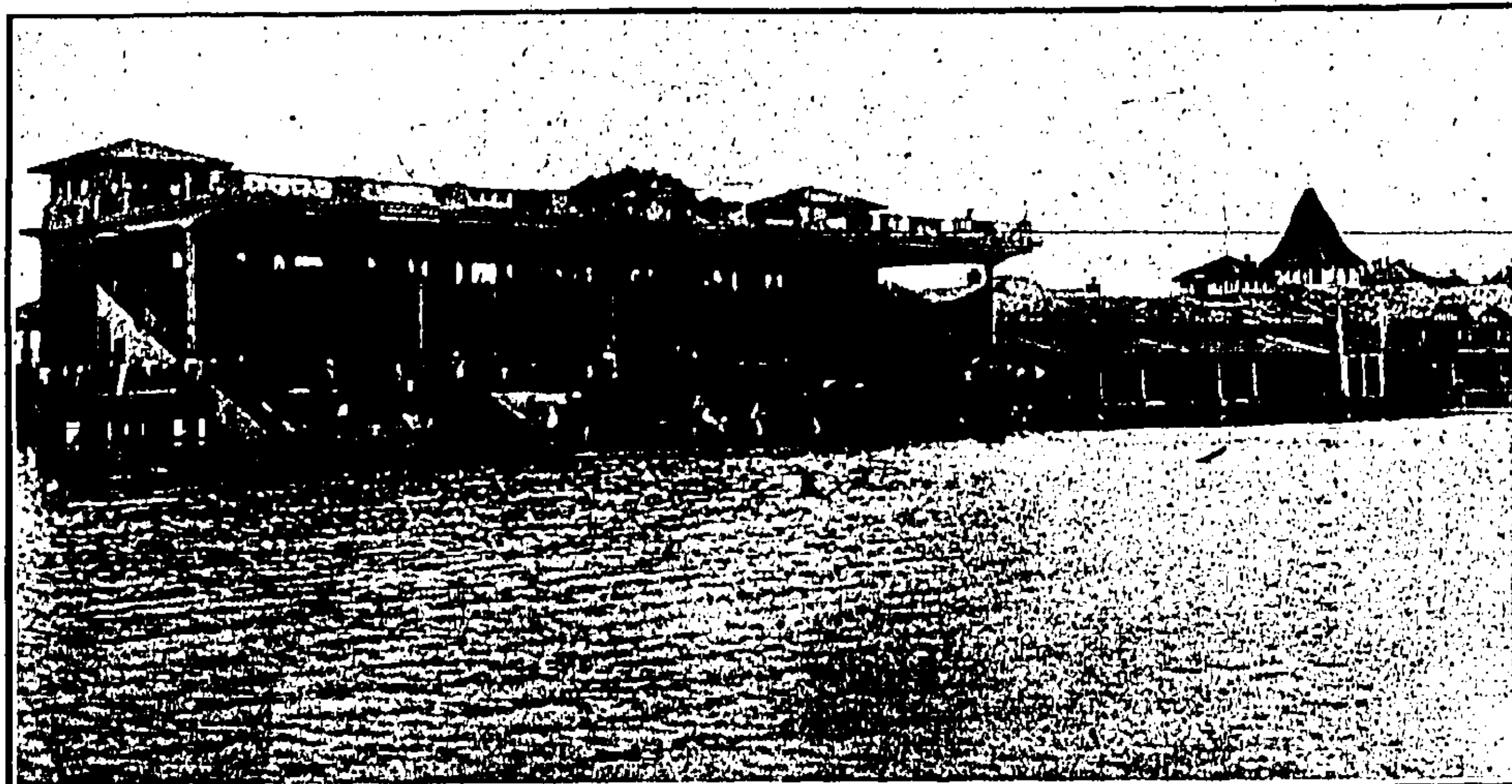
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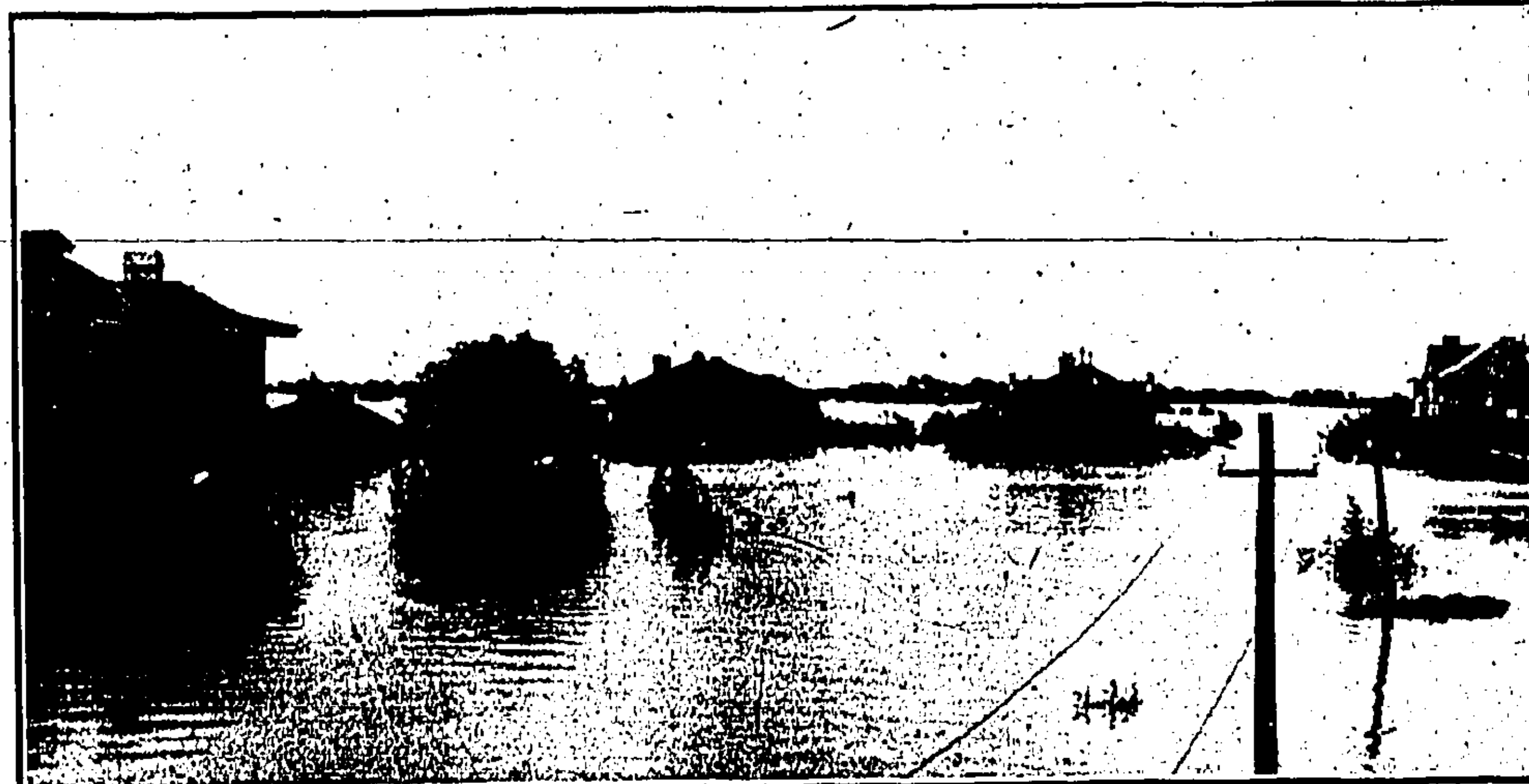
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This is how the Hankow Racecourse looked a few weeks ago as a result of the disastrous floods in and around the city. Latest reports state that the water has reached the level of the grandstand roof.



Here is a scene on Jardine's Estate at Hankow. The water has since reached the eaves of the houses, which have, of course, been vacated.



Sampans are in great demand on the flooded streets in Hankow, being the chief means of conveyance. On right, is the entrance to the Hankow Club. The water has since risen above the wall.



Another view of the flooded racecourse at Hankow. Photo shows the starting gate at the nine furlongs post and the Judge's box in the distance partly submerged.



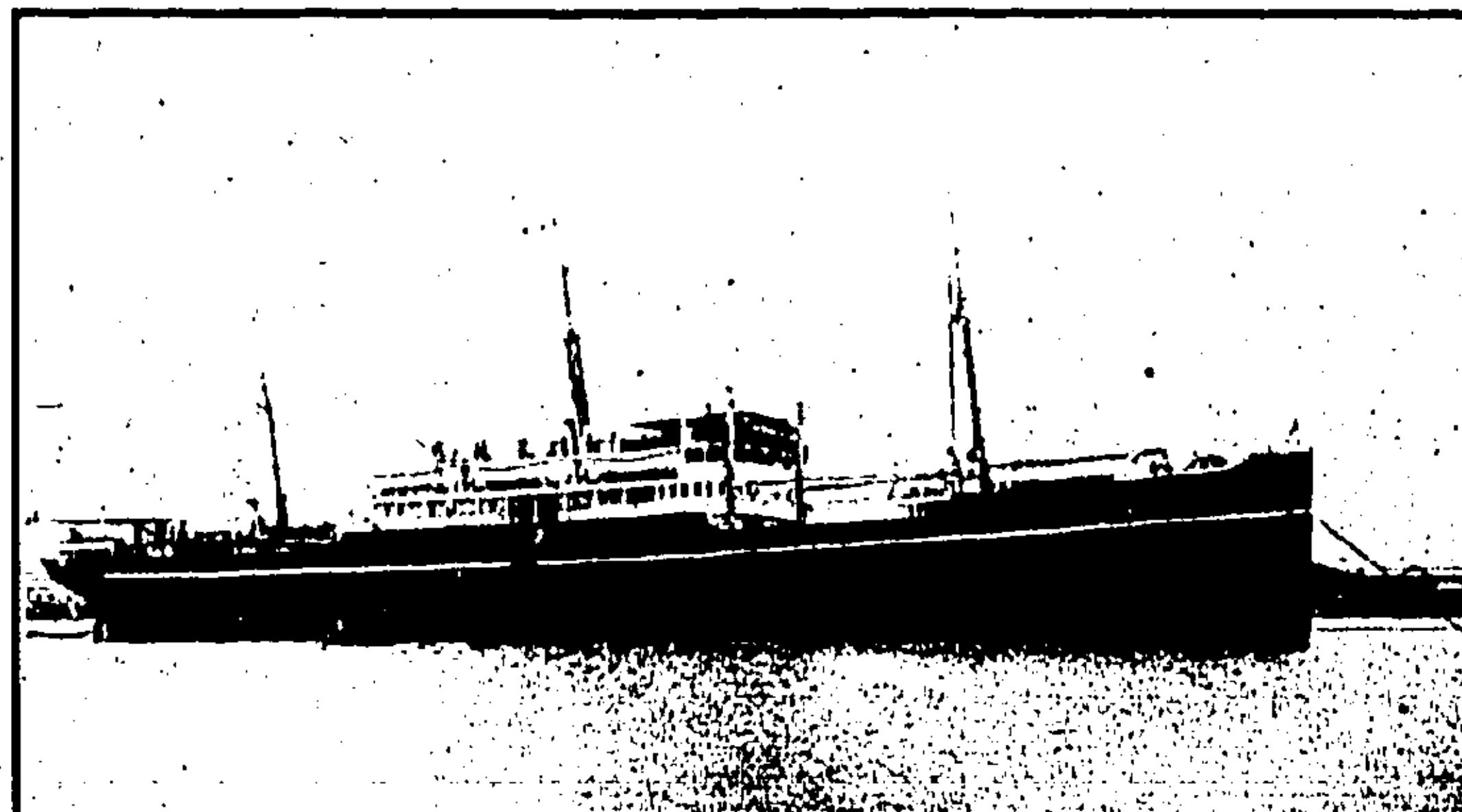
A typical scene on the Bund at Hankow, in the former British Concession. The building seen in the foreground is the Hongkong and Shanghai Bank.



Two further pictures of the wreckage of native craft along the Western Praya during the recent typhoon blow. Top photo is by Mr. Denis H. Hazell, and the other by Men Cheung.



Here is another Hankow flood scene. It shows the conditions outside the former British Police Station.



The East Asiatic Company's new motor ship Mui Nam, which was thrown open to public inspection in Hongkong on Friday of last week. The vessel was greatly admired by all who went on board.



A very pretty wedding took place at Union Church, Kowloon, when Miss Mary Wilson Nicol, daughter of Mr. and Mrs. R. S. Nicol, R.A.M.C., was married to Sergeant J. Landau, R.A.M.C. The above bridal group was taken after the ceremony. (Photo: Ming Yuen Studio).

NEW YORK SUBTERRANEAN WATERWAY. MORE COSTLY THAN PANAMA CANAL.



A glimpse inside the dark interior of New York's new \$315,297,000 subterranean waterway... a section of the huge aqueduct that will supply water to quench the metropolis' thirst.

They're building the world's most costly waterway into New York City. It will set back the taxpayers and their children, and their children's children, something like \$315,297,000 more than was spent in building the Panama Canal.

But this waterway is not navigable. In fact, New York never even will see it. For it is only an aqueduct far underground, and is just another piece of plumbing in the house of Father Knickerbocker. It is being built so that New York may quench its thirst, keep clean, put out its fires, sprinkle the geraniums and replenish the gold fish bowl.

A City of Night.
If all this sounds too simple, come down into City Water Tunnel No. 2, the one that was started in 1928 and will be finished next year, and see what must happen before a city dweller can turn a faucet for his evening bath.

As far below the city's streets as medium-sized skyscrapers tower above them, 3000 men are at work. No line of traffic nor ray of light reaches them here. They work around the clock, but each 8-hour relay is a night shift so far as the men are concerned. It is black midnight in the tunnel, except where electric bluish puncture the darkness.

Heat waves don't bother the muckers and drillers and engineers. At 500 feet below sea level the temperature is constant 55 degrees. It is wet work, too, with the jagged walls of the cavern dripping from every seam and pore, and veins of water frequently encountered.

They started with exploratory borings along the tunnel route, which reaches 20 miles from the Hill View Reservoir in the City of Yonkers, through the Bronx, under the East River, and across the Boroughs of Queens and Brooklyn, parallel to Manhattan and Tunnel No. 1 which has been in operation there for 15 years.

At intervals of a little more than a mile, they sunk seventeen big vertical shafts. With caissons of steel they penetrated the earth, then the 100-foot layer of watery quicksand. At bedrock they blasted down and down, to a distance of a tenth of a mile.

Longest Tunnel Ever Driven.
From each shaft, borings were begun in two directions. With

pneumatic drills and dynamite, with shovels, brawn and blueprints they began the longest continuous tunnel ever driven through the earth. Foot by foot, through the solid limestone, granite, and schist that permitted the building of the great city above, they hewed a hole that, when lined with a thick layer of concrete, will be seventeen feet in diameter. So precise were the calculations of the engineers that the borings of each crew met exactly with those of the crews who had come to meet them.

Cumbersome machinery was lowered through each huge shaft-way to follow the progress of the drillers and the powder men. They dared not use steam, so shovels were built to be operated by compressed air. These deposit the rock debris in dump cars drawn by electric "mules" that run on a double-track rail system throughout the tunnel.

Slow Work.
At the head of each thrust work the drillers, labouring for hours with clattering pneumatic machines to bore the deep holes for the dynamite. Then, with clumsy-looking, but meticulous fingers, they insert the charges one cylinder after another into each opening, until some 500 pounds have been tamped gingerly into place.

The tunnel is cleared to a respectful distance. An electric charge flicks to the detonators. The cavern is filled with a gust of gas and sound.

The men return to see how much progress has been made. Ten feet is an exceptionally lucky thrust. Seven or eight feet is average.

Then it's "clear away," "watch the loose ones" up above; brace the weak spot, spit on your hands and drill again. The length of the city tunnel is 105,600 feet, but there are only a few hundred yards yet to go, and by Christmas the last shot will be fired.

Then, however, the hard-rock gangs will not have to join the milling army of the unemployed in the streets above them. They will go up to the north and begin a seven-year job on the new aqueduct that will reach from the tunnel's end into the Catskill mountains, 115 miles away.

Water Badly Needed.
That great waterway, which will run under rivers and moun-

tains, sometimes as much as 2,000 feet below the earth's surface, must be rushed to care for the city's ever-growing need for water. By 1935, the capacity of the present Catskill system will have been reached, and for two or three years thereafter the metropolitan millions probably will have to practice conservation.

By 1938 the new aqueduct and tunnel will be delivering 700,000,000 gallons of water daily, enough to meet the increasing demands of the city for about 15 years. After that, well, they'll just go out and dig some more.

The 116-mile aqueduct will be constructed at a cost of \$272,580,000, while the 20-mile city tunnel, nearing completion, will have cost \$42,692,000 and more than two score lives.

Death Always Present.
The latter has proved one of the most hazardous peace-time projects on record, yet investigation has shown that nearly all of the 42 deaths so far have been the result of carelessness.

For the number of men employed, and the length of time they have dared the natural perils, the list is not considered alarming.

A slip from a shaftway, a leap from a moving electric train, an incautious approach to a threatened rock slide—these things mean death. A drill turned into a boring where lies an unexploded charge of dynamite—and a "Driller Wanted" sign goes up on the little office stop the nearest shaft.

Tons of Dynamite.
It takes five pounds of dynamite to loosen one cubic yard of rock. The total dynamite used to date

lowered on the elevators, trundled through the cavern, tamped into place and detonated—is approximately 7,330,000 pounds. Deliberately placed, that amount of explosive could blow the whole city to bits.

Instead, the city has known nothing of the potential destruction that lurked far underground. Citizens living above the tunnel right-of-way have been awarded nominal "damages" of \$1 a lot for the tunnel's construction 500 feet below. But they have been completely unaware of the explosive thunder, the tragedy and the drama that have passed so close to them.

LAURA INGALLS. THUMB-NAIL SKETCH OF FLIER.



LAURA INGALLS.

Blue eyed, dimpled... wears feminine sports clothes when not flying... and white coveralls when she is.

Laura Ingalls, heir-apparent to the feminine "Lone Eagle" title, is 28 years old, stands 5 feet 4, weighs 125 pounds—and all of it is sturdy independence.

Orphan. Father dead since she was baby. Mother dead for several years. One brother, who thinks she is crazy because she keeps on flying.

Doesn't diet. Hasn't flapper figure. More like the rounded short, continental feminine figure. Tapering arms and legs. Very, very slender wrists and ankles. Little feet. Firm, hard, strong little hands that grip and shake yours like a man's.

Unruly heavy chestnut hair. Sturdy natural wave. Few grey hairs over ears. Might be sun-burned. Long-short bob. Parts it on side. Looks wind-blown. Not letting it grow. Just no time for barber.

Blue eyes. Glimp of cold grey in them should anyone ask her about her proposed Paris hop, which she figures nobody's business but her own.

No make-up except lipstick. Rather sweet mouth. Dimple in chin. Contrast to her brusque manner, hard voice, bustling stride. Healthy, sunburned look, hearty out-of-doors mien.

Wears feminine sports clothes when not flying. White coveralls when she is. Likes beige, blues, brown. Even under overalls wears frilly, feminine blouses. Likes lace stockings. Wears them under overalls. Also beige two-toe oxford with medium high heel and grosgrain ribbon ties. Never without beret when flying.

Wears them on street too. Wears them big. Black, beige or white. Pulls them on without looking in mirror. Wears rim on outside. Never bothers for artistic effect.

Consumed with flying. Lives neat field. Spent last winter near Roosevelt. Spring and summer at Lambert Field, near St. Louis.

Not the least bit domestic. Hates to waste time even making own bed. In New York stays in suite of bedroom, sitting room, bath at American Woman's Association, of which she is a member. Can't cook. Doesn't want to. Throws lace silk stockings away when they get runs.

Wears one ring. No necklaces. No pins. No gaw-gaws. Eats anything. Not fussy. Eats when hungry. Matter-of-fact masculine habit of not noticing food much.

Might be Irish. Looks it. Is Welsh, Dutch, Scotch. Welsh ancestors lived where sea bent in on them. Imaginative. Fearless.

Self-reliance comes from self-support for years. Worked as stenographer to pay aviation tuition. Vaudeville actress first.

Consumed now with preparations. Taut like net of finely strung wire. But not quivery "like a woman."

Everything subordinated to flying. Comforts, clothes, amusements of no importance now. Lot of work to do. Nothing else counts. Phone calls abrupt, business-like. No joking. No time for trifling. Atlantic must be flown by a woman. Figures she's the woman to do it!

DOLORES HAPPY.

Mexican Star on Marriage.

On Aug. 6, Dolores Del Rio and her husband of one year, Cedric Gibbons, celebrated their first anniversary. And they're gloriously happy over this event—doubly so because they have put one over on their friends.

"Our marriage was one of those quick affairs, taking place just



six weeks after I met Cedric," Dolores told the interviewer. "A good many of our friends even went so far as to make bets that we wouldn't be together for six months. Naturally we invited them to our anniversary party so they could see how wrong they were."

"How do you like married life by this time?"

"It's the only way to live," replied the Mexican beauty. "I have tried both and am strongly in favour of married life. The feeling of freedom right after I got my divorce was grand. But I soon tired of that freedom. I discovered how empty life can be when you are alone. But perhaps that is one of the reasons why I am so happy now."

Dolores, completely recovered from her illness of last winter, is looking more beautiful than ever these days—which, perhaps, is one of the reasons she recently was picked as one of the six most beautiful women in Hollywood. And she is enjoying life to the utmost, dividing her time between her pretentious Hollywood home and her new beach house designed by her husband, who designs all sets for the Metro-Goldwyn-Mayer studios.

The two houses are about as different as it was possible to make them. The Hollywood home, built by Dolores several years ago, is strictly Spanish in design while the beach home is entirely modernistic.

"I was afraid when we started the beach home that I wouldn't like a modernistic house," Dolores remarked. "But Cedric wanted



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A.P.B. 17.

NEWCOMER TO TALKIES. LUCILLE BROWNE TO THE FORE.



She won a cake-baking contest at the Tennessee state fair in 1924... took first prize in a Memphis beauty contest... attended National Park Seminary in Washington... modelled for New York and Chicago artists... made her stage debut in stock in Chicago... won the ingenue lead for the New York production of "Jannigan" received a movie contract, but lost her first chance for fame when another girl was given the role... and now has a new long-term contract and an optimistic future.

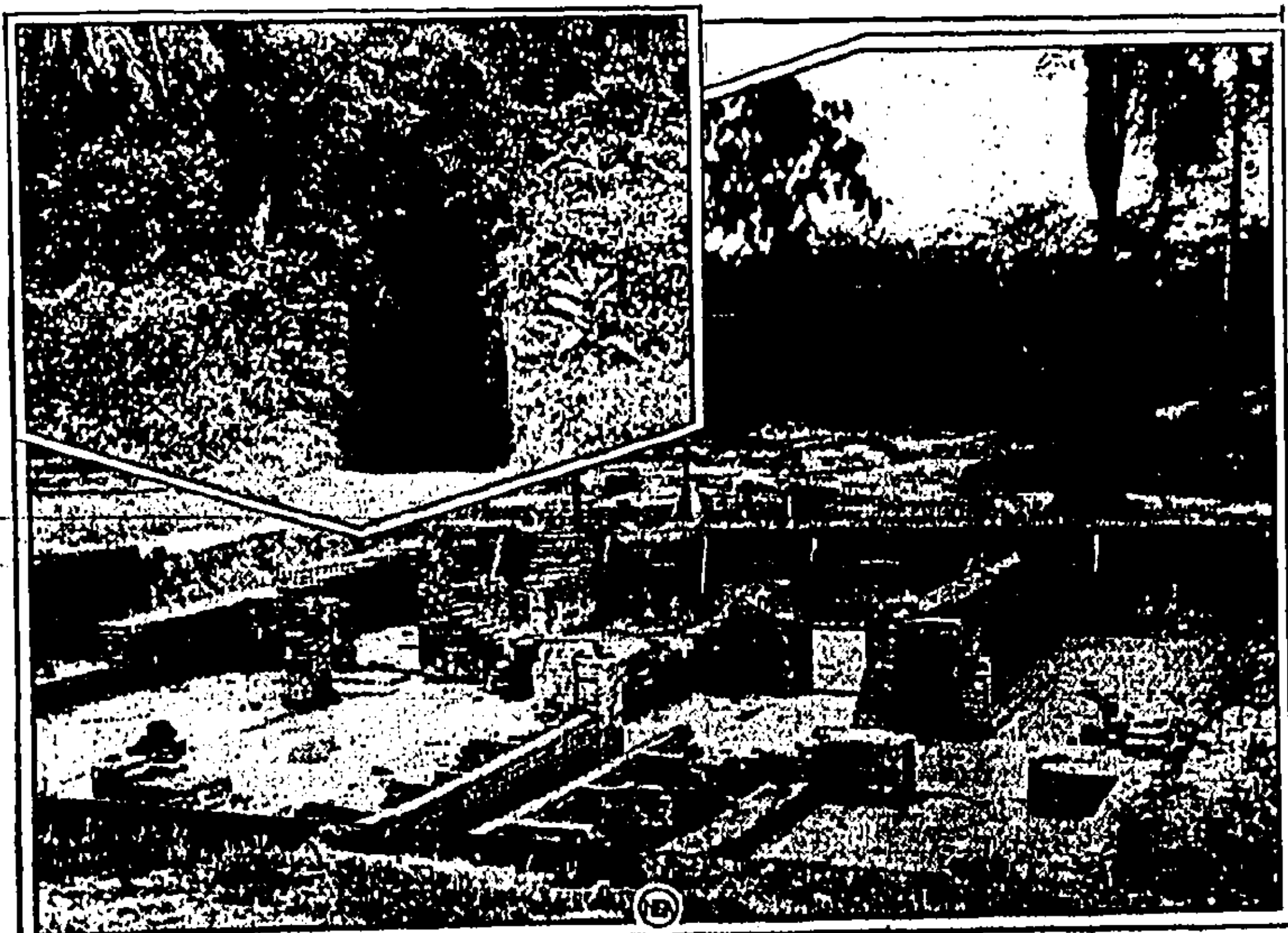
She is a charming, vivacious blonde and her name is Lucille Browne.

It that way so we went ahead with it."

At present the Gibbons family is holding forth in the Hollywood home. Dolores was scheduled to start on her first picture, after a year's absence from the screen,

around the first of last month so they moved into town for six weeks. But now the starting date has been postponed so that she probably will commence working just about the time she is ready to move back to the beach again.

PALACE RUINS IN VIRGINIA.



These pictures are the first taken since excavations were started at Williamsburg, Virginia, to uncover the ruins of the former royal governor's palace and surroundings. Above are shown the foundations of the palace and the marble floor, and in the inset is the opening to a mysterious passageway.

Here comes autumn!



And fall is the time for all good girls to fall in line with the new lines for morning, afternoon and evening

7 HERE is a superior feeling inherent in getting your autumn wardrobe lined up before your friends manage theirs. Also in beating the first chill days of the fall season to it!

Late August is the time. Your own stores are the places. You yourself are the girl to do it!

You will need, first of all, at least one runabout costume. This may take any of three versions, all of which are accepted.

First, the woolen frock. A soft, spongy wool in some bright color, made flatteringly, sweetly, originally.

Second, a silk frock, be it flat crepe, marocain, any of the pebbly silks, ribbed silks or satin. It can be black. Or it can be colored.

Third, a new fall suit. You'll know the new ones by their interesting coats, the stress they lay on collars that become you and do something for you, sleeves that have new twists to them.

Next, you will need something for afternoons. Whether you entertain or whether you go out to your bridge, your teas, your social chats, you should have a "little frock" that slips under your coat neatly and when it emerges makes your friends

realize how much good your summer vacation did for you.

Last, don't forget the enchanting evenings early fall brings you. Dress up to them. Parties in the autumn mean a dated-up winter time. And evenings alone when all your acquaintances are out having a good time are not to be considered. Dress up and go!

I. AUTUMN afternoons seem to grow a little bit tailored. But very chic, as to costumes appropriate for them. Gay colored flat crepes, made with touches of this or that to enrich them; metal cloths, new figured metal broadened chiffons and velvets will be worn, all classically simple in line, depending on their color and lovely fabric for new chic.

Old gold flat crepe makes a beautiful afternoon dress for one who wears that color well. The dress is cut double-breasted, with a wee bit of real lace for a vestee, soft rippling lapels that are enhanced by some little flowers of the silk on the right side. The sleeves are very interesting, as they are the new full elbow, caught with two buttons to a high, tight cuff. The skirt is intricately cut, to give fullness and yet be seemingly straight, with a normal waistline belted with a stitched belt of the silk, backed by leather. The effect is extremely chic.

II. FOR your mornings this autumn, three types of costume are shown, any one of which is essentially correct. You just take your pick!

If you have a good figure, have one of the new soft woolen plaid dresses. They come in many combinations of color and many weaves of materials. One of these is lovely, for its plaid is used to advantage diagonally. It is chartreuse and black, the nice yellowy chartreuse, with green hinted at openly. This frock has a square neckline and buttons up from hipline with black buttons to the left-hand corner of the front of the neckline.

It has long sleeves that button shut, too, and a belt of chartreuse suede. Removable is the one-sided cape scarf. It makes a perfect cape on one shoulder and then fastens with more black buttons on the other. And what's more, it stays there, so it won't be bothering you all the time.

III. FOR the person who always prefers silk, there is a slender little hunter's green flat crepe, made with the cutest one-sided lapel or rever, from under which a delectable hand-embroidered organdie ever stands out.

It has a narrow ruching around this bit of fingerie which softens the face tremendously. A single big white button fastens it. Cuffs have a similar button. This frock also can be black flat crepe, if you prefer it to color.

IV. SUITS always have their following and this fall there's no wonder they do. A new suit made of plum color and beige diagonal wool has one of the new hip-length coats made with rippling jabot

revers, the sleeves cut in one with the blouse, and a yoke to the coat that is most interesting.

It is belted in the plum color and the buttons are of this tone, too. A tailored hat of felt to match is perfect with it.

V. FOR the first autumn party, white satin is first bet. White chiffons, organdies and flat crepes yield to white satin, chalk white.

This white satin gown is autumn in every line. It has the new square neck, has glittering trim all around the neckline and has a belt, stitched against white suede, which is a Paris trick and a smart one to keep the belt looking self-reliant.

This is one of the very long new dresses. They are even making them with trains. However, so many women who started out in trains cut them off before they had gone far that the majority of dresses are without them to start with.

VI. FOR autumn dinners, there are new black lace gowns made of an entirely new lace, stiffer, coarser and yet beautifully designed.

One of these uses black lace for the skirt of the frock, with matching pink lace for the bodice, both made over matching satins. There is the cutest little neckline to this pink bodice, a little turn-back edging of the lace running all around the simple curved neckline, giving it a baby look that is sweet and becoming.

Over this the little short-sleeved jacket, with its plumed ties at the waistline. With the jacket on you have the sweetest kind of a black dinner gown. With it off you have a distinctly evening type of gown.



II. a chartreuse and black wool dress, along this line, is good for morning wear.

IV. and this is the morning suit... a plum-color and beige ensemble, in a diagonal pattern wool.



V. the girl who owns a white satin evening gown, with glittering trim at the neckline, can be sure of plenty of partners no matter how the fashion lineup goes.



VI. black and pink get together in a very striking way in this autumnal dinner dress which drapes its lace over matching satin.

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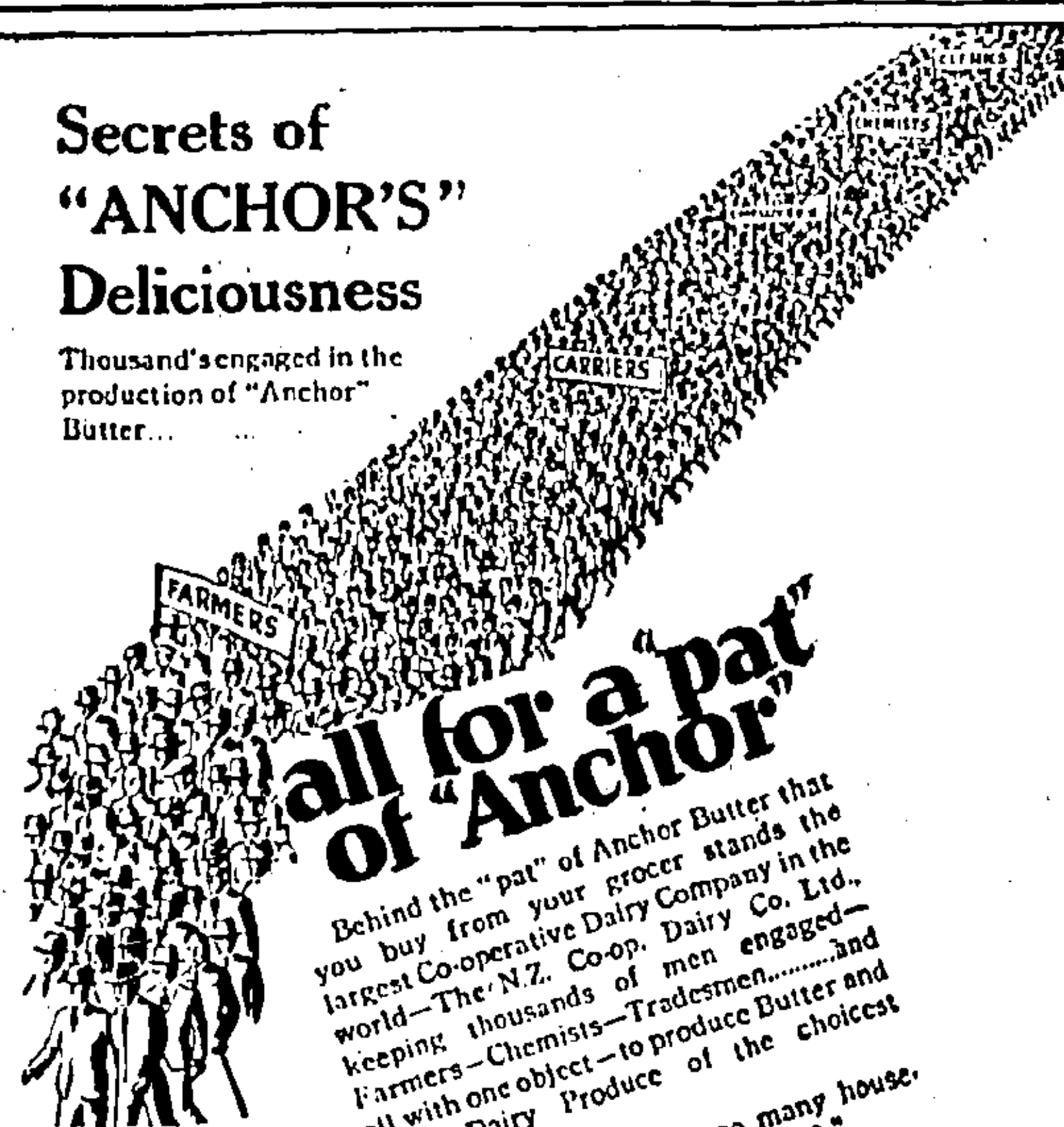
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MORE AUGUST COMPETITION BATHING BEACH SNAP SHOTS.



"A Little Sunshine at Island Bay—Miss
Noreen Coath." Entered by Master Gunner
W. R. Coath, R.A., Lyceum.

A novel entry by Mr. C. E. Abbas. It is entitled "Shipwrecked."



Where the waterfall meets the sea. A study entered by Mr. F. S.
Fernando.



This is described as a donkey ride
on the sands at Repulse Bay. The
competitor is Mrs. Rumsby, of Kow-
loon.



"Descent is Easy"—an effective entry, showing a water chute, well
occupied. Mr. J. T. K. Gilchrist is the competitor.



"All Smiles," a snapshot taken at Junk Bay. It is forwarded by Mr. C. E. Abbas.

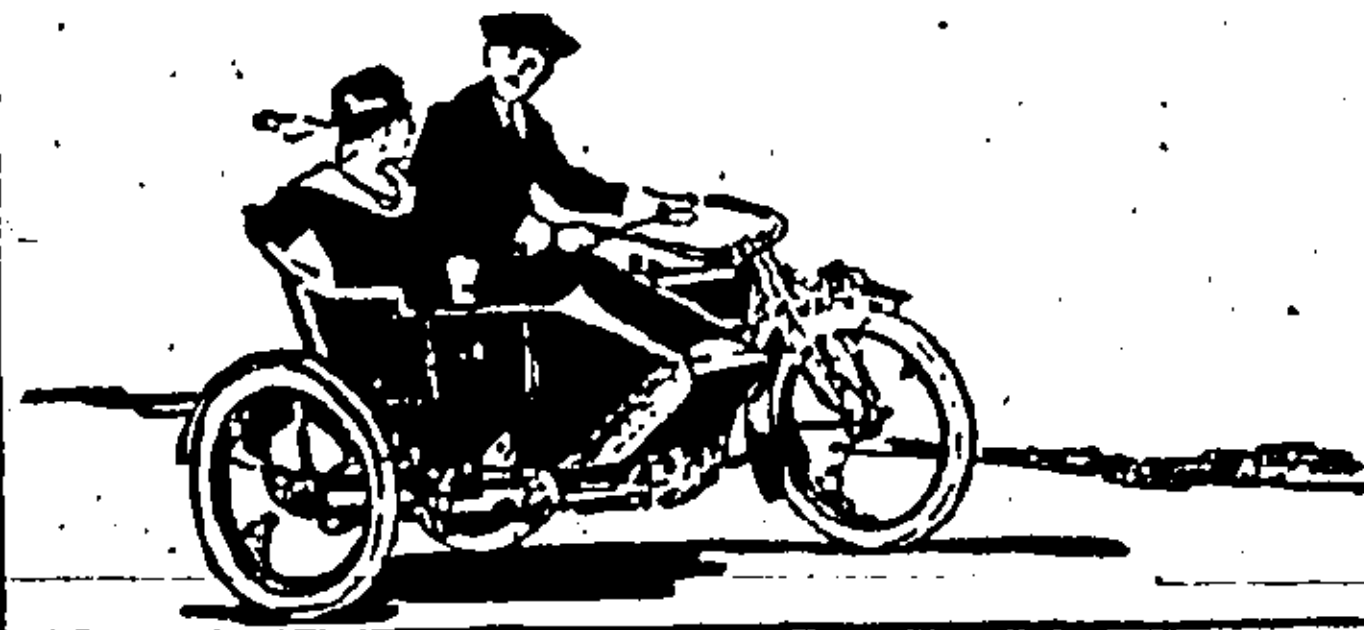


"Heels Up" might have been the title of this picture, entered by Mrs. Rumsby, of Kowloon. She calls it "Reducing—at Castle Peak"



Mr. J. T. K. Gilchrist enters this picture
under the title "Vigor of Life."

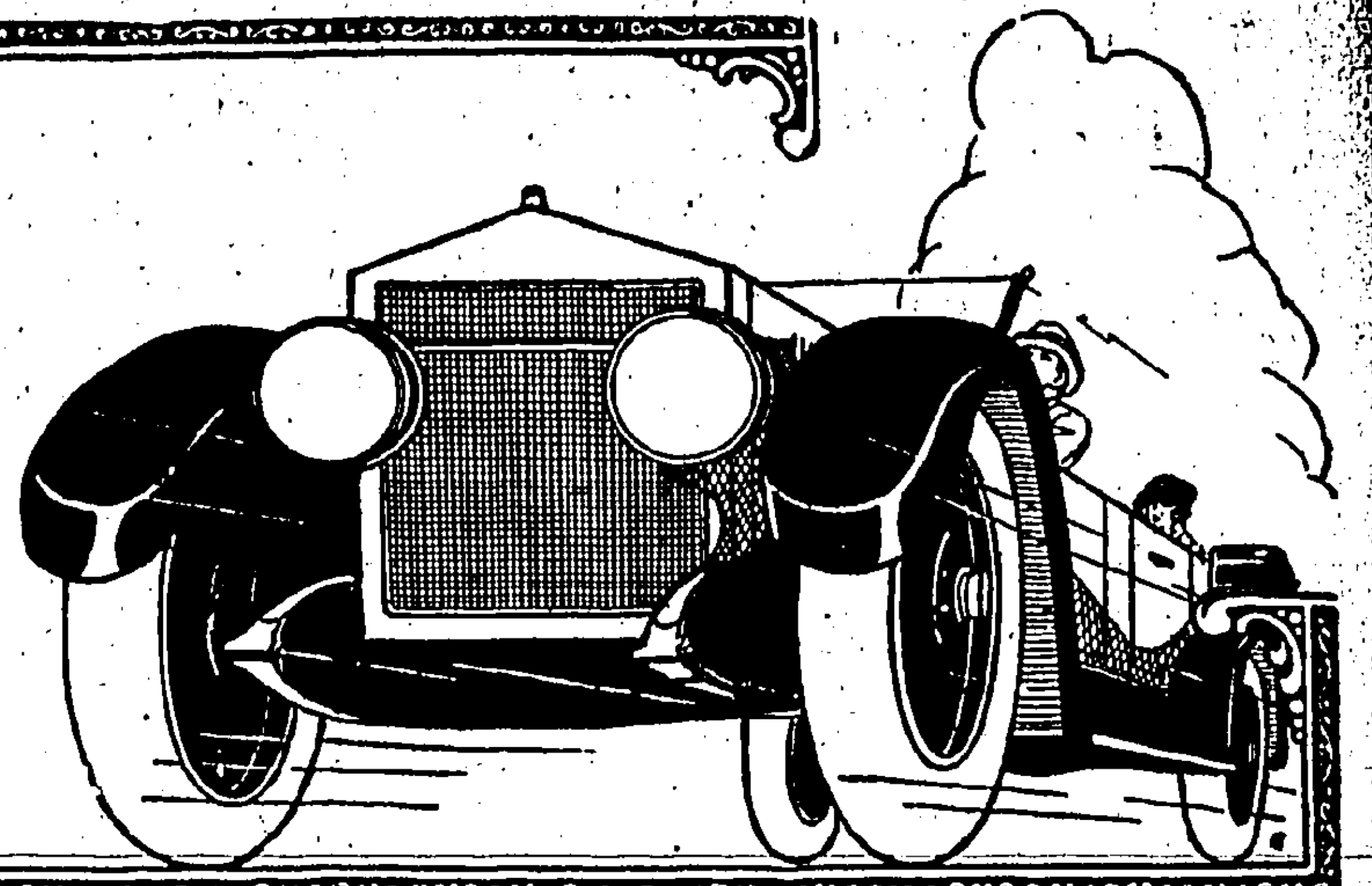
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CURRENT COMMENT

The Auburn "Eights."

The opening of an agency in Hongkong for Auburn automobiles famous for individuality and distinction, not only in exterior design but in engineering and manufacturing details as well, is an event of importance. One of the pioneers of the straight eight engine, the Auburn is a car with an excellent reputation, and the new models are characterised by smartness of appearance calculated to appeal to those who demand style as well as impressive performance. There are many features of note, mechanically and in construction of the bodies. Every provision has been made for the comfort of the occupants, doors being exceptionally wide, cushions delightfully deep and soft, while controls are thoughtfully placed for the easy operation of the car. Those who are interested, and we imagine that there will be many, will find a trial spin a most pleasurable experience. The agents are the Asiatic Motor Car Co., Ltd., who have spacious showrooms at 422-145 Hennessy Street, Wanchai.

Magazine Gap Road.

Some months ago we advocated the opening of Magazine Gap Road to motor cars as a one-way route, downwards in the morning and up to the Gap in the evenings. It is, of course, intended to widen the road at some time in the future, but in the meantime, there can be little objection to the scheme we suggest. The saving in time would be considerable, in fact, more than halved, and furthermore, much traffic would be diverted from the Wanchai route. We would suggest that in adopting the scheme, it should be necessary for every motorist desiring to use the route to secure a special permit, on which would be clearly stated that a speed limit of 12 miles per hour should be observed, failing the observance of which, the permission would be withdrawn. We imagine that especially in the mornings, such a facility would be greatly appreciated, and even at the speed limit we propose, the journey to town would be very quickly accomplished.

Motor Accidents.

It has become a kind of unwritten law that whenever a pedestrian is knocked down by a motor vehicle, the driver shall immediately place the injured person in his car and rush him to the nearest police station, fire station or hospital. This practice is liable to prove a very serious matter in some cases, for cases of serious injury may frequently be complicated, or additional injury caused, by the removal by persons unskilled in first-aid. Only this week an accident was noticed, a man being knocked down and apparently seriously injured, bleeding profusely. Within a short space of a couple of minutes, he was bundled into the car, where he was seen to collapse on the floor, and the vehicle hurried away. There was no attempt to render first-aid, even in the most elementary way, and no one even accompanied the case. It is perhaps a difficult question, but all police officers might be instructed to remove serious cases as gently as possible to a place of safety pending the arrival of an ambulance and efficient first-aid.

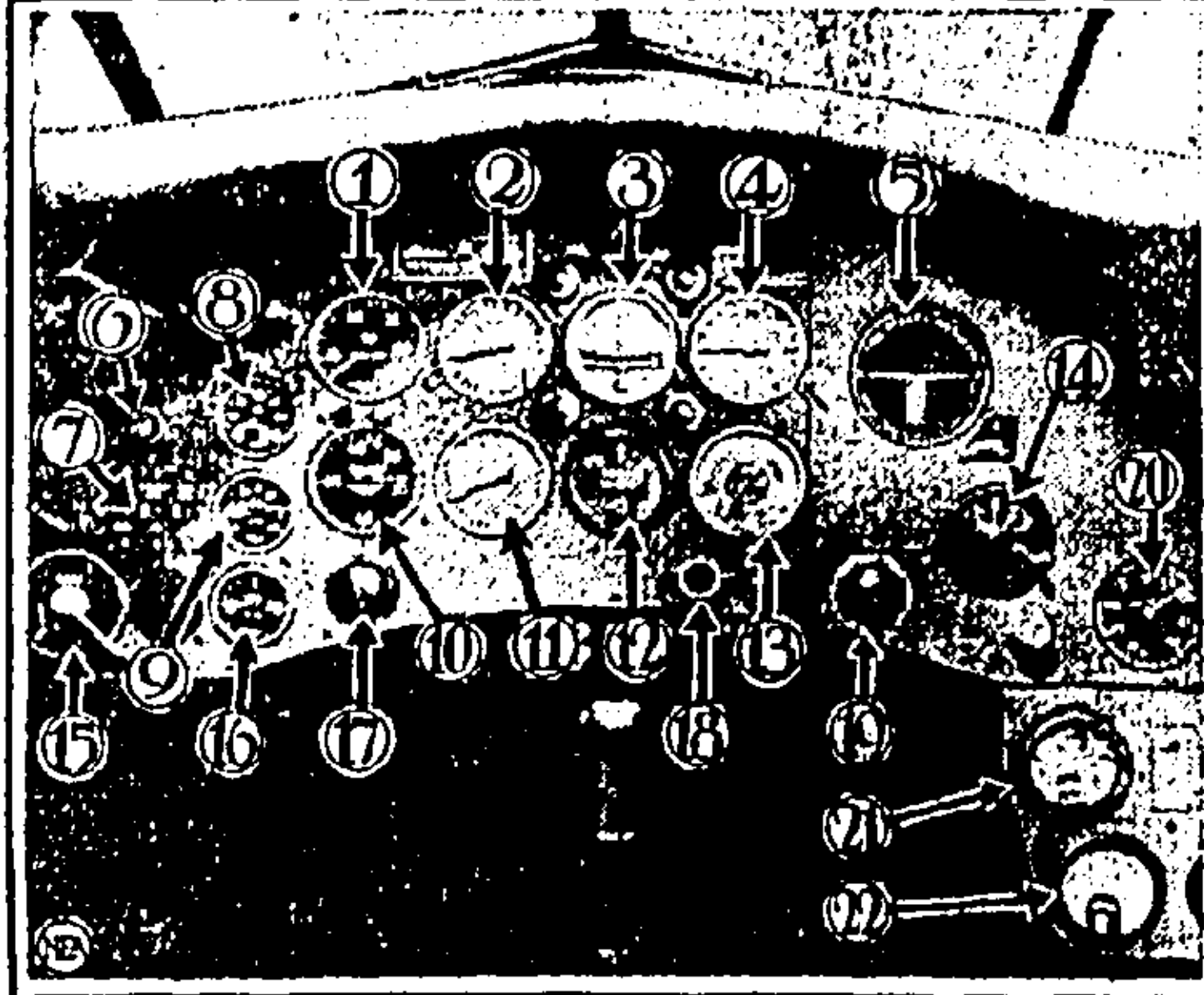
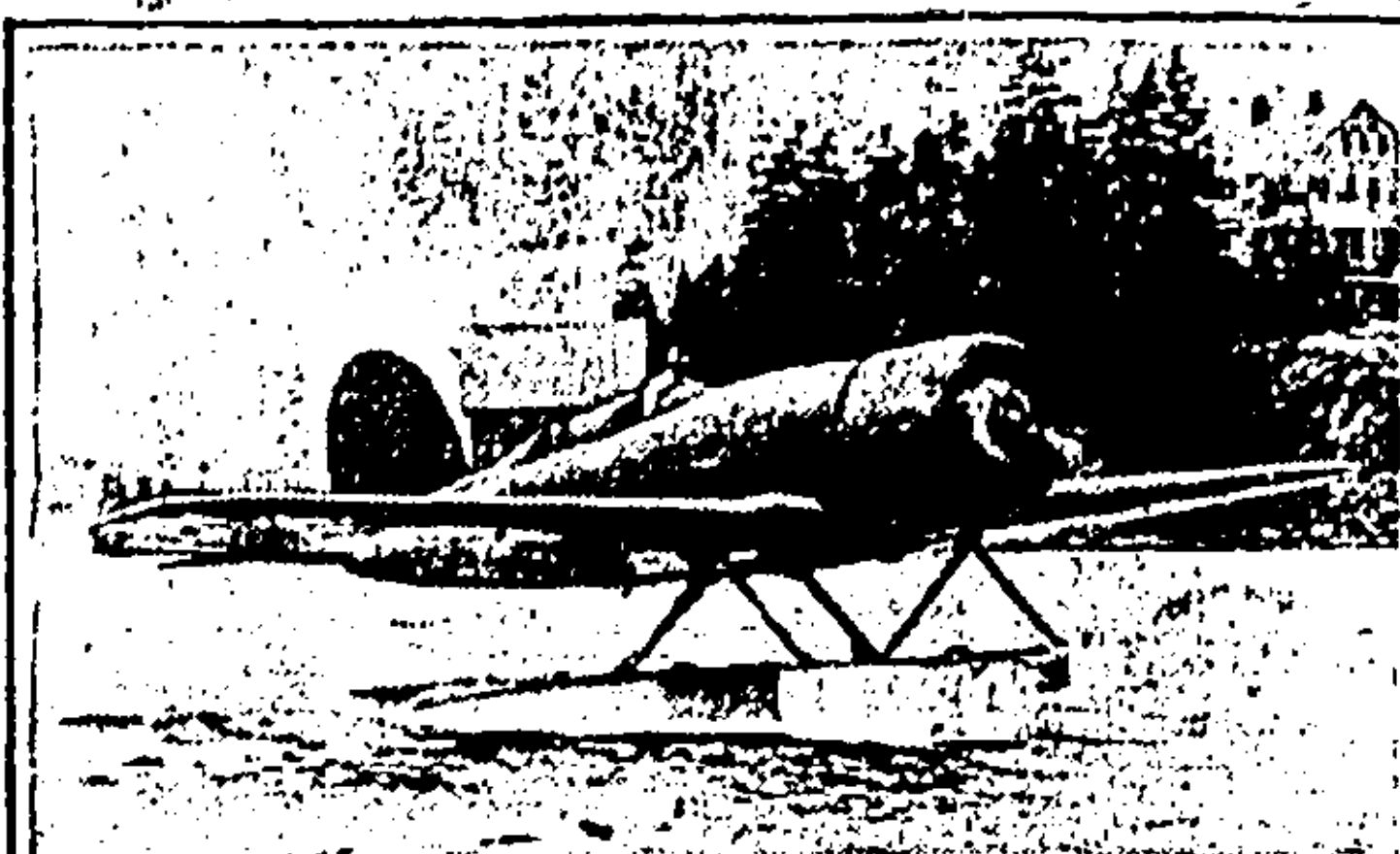
POWER AT LAST.

The Top Gear Wizard.

POPULARITY GROWS.

A letter recently written by an Australian lady motorist who owns a Hillman Wizard expressed her satisfaction with its top gear performance. "She is very good on hills which is where most English cars fail, and no one can accuse her of being in

LINDBERG'S MACHINE.



Typical of modern all-weather flying is the instrument board on Lindy's plane, above. These instruments, as numbered, are: (1) fuel gauge (2) air speed meter (3) turn and bank indicator (4) rate of climb indicator (5) artificial horizon (6) choke (7) navigation lights (8) oil gauge (9) oil temperature meter (10) fuel flow meter (11) motor speed meter (12) compass (13) altimeter (14) radio tuning control (15) ignition (16) supplementary fuel tank (17) panel lights (18) starter (19) instrument lights (20) air temperature entering motor (21) ammeter and (22) motor temperature meter.

New York, Aug. 9.—Flying couldn't see past the nose of the latest directly into the air of their greatest enemy, the weather. Colonel and Mrs. Charles A. Lindbergh are demonstrating the value and safety of the modern instruments used in the air.

His instrument board is a veritable laboratory of modern navigational equipment. So were the instrument boards facing Wiley Post and Harold Gatty, Hilleg and Holfig, Endres and Magyar, Boardman and Boland, and Herndon and Pangborn. In every case, blinding fog had little dread for the flyers, for every one of their planes was equipped with what are considered modern aviation's most valuable instruments—the artificial horizon and the directional gyro.

Of course, there were the usual instruments necessary for any kind of flying—the fuel tank indicator, air speed indicator, bank and turn instrument, rate of climb indicator, various meters and gauges to keep the action of the motor and the electrical system always within control of the pilots, and finally the radio transmitter through which most of the long distance flyers of 1931 were able to keep in touch with the world.

Taken Through Fog.

But it was the artificial horizon, and along with it the directional gyro, that helped these daring aviators through severe weather. Were it not for these instruments Wiley Post, for instance, might never have been able to complete his record-making flight. At one time, says Gatty, Post flew for four hours in a fog so thick that he

needed of constant gear changing, for if I don't get stopped in traffic or by obstruction on the road, I go my usual journey on top all the way—110 miles—which is really good, as we have one long twisty steep hill four miles long to go up and I never have to change down."

Top-gear performance is, of course, an outstanding feature of the Wizard, which continues to attract a distinguished clientele. Among recent purchasers are the Rt. Hon. The Earl of Airle, of Cortachy Castle, Kiriemulr, and Sir Courtenay Warner, Bart., Lord Lieutenant of Suffolk.

SOUND ADVICE.

Periodic Inspections of
Cars Urged.

[By Israel Klein.]

"The simplest and most effective remedy for motor vehicles in an unsafe operating condition is preventive maintenance through periodic inspections," writes J. T. Satchell, president of the Motor and Equipment Association, on behalf of the National Conference on Street and Highway Safety, at Washington.

The advice, repeated many times in this column, is worth constant repetition while accidents are continuing at a high rate. According to this same conference, at least 15 per cent. of motor vehicle accidents resulted from defective apparatus.

Assuring yourself of good brakes and other important operating parts of the car will at least protect you from at least this share of the accident toll.

"Modern testing equipment now within easy access of every driver," Satchell continues, "has made regular inspections an inexpensive form of assurance against accidents. Carried through to their logical conclusion such inspections represent an actual investment because they lower the final cost of ownership by maintaining the performance, comfort and appearance, as well as the safety, of a car at high level."

"The modern automobile is as safe as it is possible to make it when it leaves the manufacturer's plant. Brakes are more powerful, more efficient and easier to maintain. Headlights are scientifically designed to illuminate the highway without blinding oncoming drivers. Steering mechanism is better, tyres are sturdier, horns are more dependable, windshield wipers and rear vision mirrors are standard equipment on practically all models.

"Car manufacturers have gone even further in their efforts to do their share in safety maintenance. Last year they voluntarily junked 360,000 vehicles which were deemed to have served their time and were considered no longer capable of being maintained in a safe operating condition."

The industry has developed and spread widely equipment which makes inspection and servicing of a vehicle's safety factors a simple and convenient process," he goes on. "Inspection is compulsory at least once a year in a number of states while large numbers of municipalities are conducting safety inspection campaigns which make it easy for the motorist to learn the true condition of his car."

"Even where such campaigns have not been officially conducted the facilities are available for thorough safety inspections at regular intervals. "No piece of machinery, no matter how well it is constructed, can be operated continuously without becoming worn or without getting out of adjustment."

"Every efficiently operated industry subjects its equipment to regular inspections not only to eliminate possible accidents but also to maintain efficiency and to hold depreciation down to a minimum."

"Motor vehicles are no exception. They, too, are machinery which demand proper maintenance if they are to deliver to their owners the fullest return on their investment."

"Operators of commercial motor vehicles have recognized this need to a large extent. They subject their buses, trucks or passenger cars to regular inspections not only to make sure that all chances for accidents are eliminated but also to reduce operating costs."

"Private car owners can follow this same good business principle."

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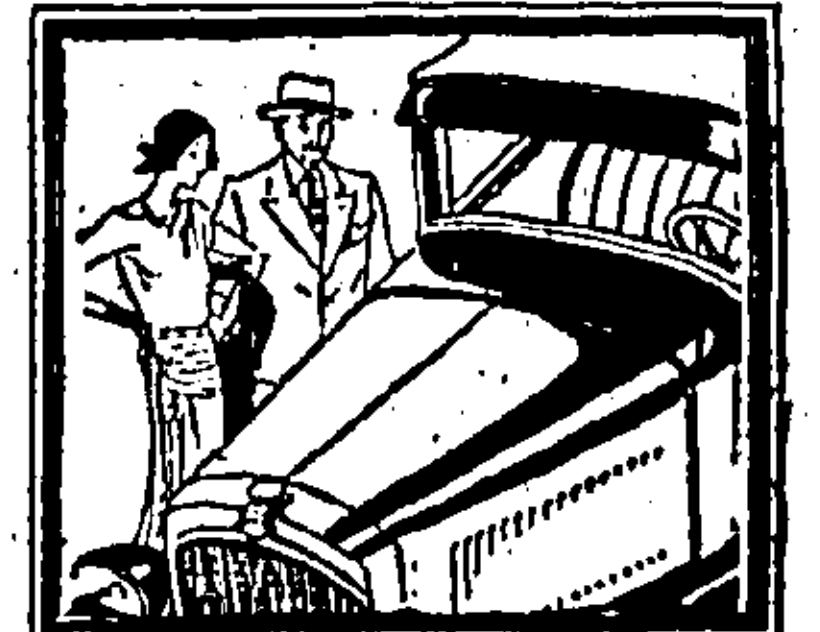
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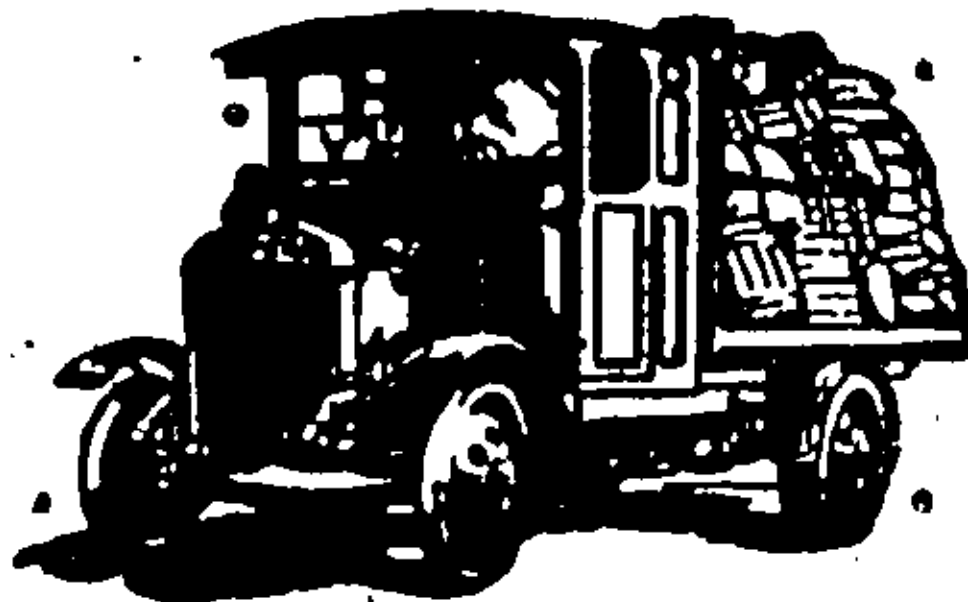
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NO SECRET NOW.

How Safety-Glass Was Discovered.

GREAT DEMAND.

The month of June saw one of the most interesting motoring anniversaries—the 21st birthday of the fling of the safety-glass patent. Nowadays most motorists know that safety-glass is a sandwich of two sheets of glass with celluloid in between—hence the name Triplex—welded together by some secret solution, but few know how the idea originated.

The inventor of safety-glass was Edouard Benedictus, a French chemist of Dutch origin, who had an "experimental laboratory" in Paris. One day he dropped a bottle on the stone floor, and although it was started inside like a crystal it did not break. He remembered that it had contained a mixture of various chemicals which had evaporated and coated the interior with a transparent enamel. Benedictus noted the formula, but thought no more about the matter till some time later when he heard of a girl being injured by broken glass in an accident. Then he realised that on his shelf lay the secret of unshatterable glass.

The patent was filed in 1910, but it was not till Mr. Reginald Delpech, the English pioneer motorist, took up the idea that safety-glass was manufactured. Mr. Delpech founded the Triplex Company and began to produce the glass.

At first, when open cars were the order of the day, and motorists expected motoring to entail risks, there was no great enthusiasm for the new idea. In 1914 the sales were only 15,500 square feet per annum, but in the seventeen years that have passed, the attitude has completely changed, and to-day the output of the Triplex factories is two million square feet per year.

LONDON TO COWES.

Another Triumph for Thornycroft.

The annual London to Cowes Race for seagoing motor boats furnished another Thornycroft success, for the winning cruiser Kittiwake was equipped with two Thornycroft engines.

She made the passage of 186 miles at an average speed of over 9 knots, despite atrocious weather conditions. So bad were they that out of 14 entrants, and 11 actual starters, only one other boat completed the course.

FREE-WHEELING.

A New System for Nash Cars.

ADDED COMFORT.

A new kind of free wheeling was announced recently by officials of The Nash Motors Company as an added and optional feature of the four new, sound-proofed groups of Nash automobiles.

It is Synchro-Shift-Safety Free Wheeling, a perfected development exclusive to Nash, which may be had at slight extra cost on any model of the four new series cars.

The Nash Synchro-Shift-Safety transmission with its silent second gear, continues as standard equipment on all models. Thus the motorist has a choice either of the advanced new cars equipped with the famous silent conventional drive or of cars featuring both the standard and free-wheeling drives.

The Nash 900 series cars, so recently introduced, were designed and built for free wheeling. In them larger generators are for battery charging, cooling systems serve idling motors; big, heavy-duty brake systems provide them with a great factor of safety and furnish ample braking power to care for free wheeling, and the entire car is engineered to the new performance requirements.

Convenience and added comfort in driving are the chief advantages of the new Synchro-Shift-Safety free wheeling, according to engineers; and its action is perfectly co-ordinated with the famous Nash transmission.

Actuated by a small shift lever, extending upward from the floor slightly to the rear of the transmission shift lever, the new drive can be conveniently applied or eliminated at will by shifting to the free wheel or out of it into the conventional drive. This gives the motorist the option of using either drive as conditions dictate, and makes the regular transmission available at all times to control the car through motor compression on wet or icy pavements, on steep grades or in traffic emergencies.

When forward, the shift lever gives the driver the positive transmission action. Pulled back, it gives him free wheeling. When applied, it operates in all three forward speeds, uncoupling the engine from the rear wheels whenever the motor is not actually driving the car and allowing the car to coast forward smoothly in low, second or high. It has no effect on driving performance when not in use, but may be shifted in or out of the drive at any forward speed. Thus the Nash system is entirely selective, easy to operate and simple in its action.

In starting it allows the car to roll forward smoothly through low, second and high. When it is operating, the clutch pedal does not have to be depressed in shifting gears either forward or back. The Nash Synchro-Shift-Safety transmission prevents gear clashing in shifting; so in free wheeling the shift lever action is silent and effort is reduced to a minimum. In driving over rough roads, Nash free wheeling sends the car steadily forward without the jerking motion sometimes occasioned by uneven pressure on the foot throttle. It conserves fuel and operating parts by allowing the motor and the entire power line to idle whenever the foot is removed from the accelerator. Then the car coasts freely under its own momentum.

Free wheeling allows power to flow in one direction only—from the motor to the rear wheels. When it is operating, the rear wheels cannot drive the motor as the foot is removed from the accelerator. They run entirely free until such time as the motor is speeded up to correspond with their revolutions and to drive them faster.

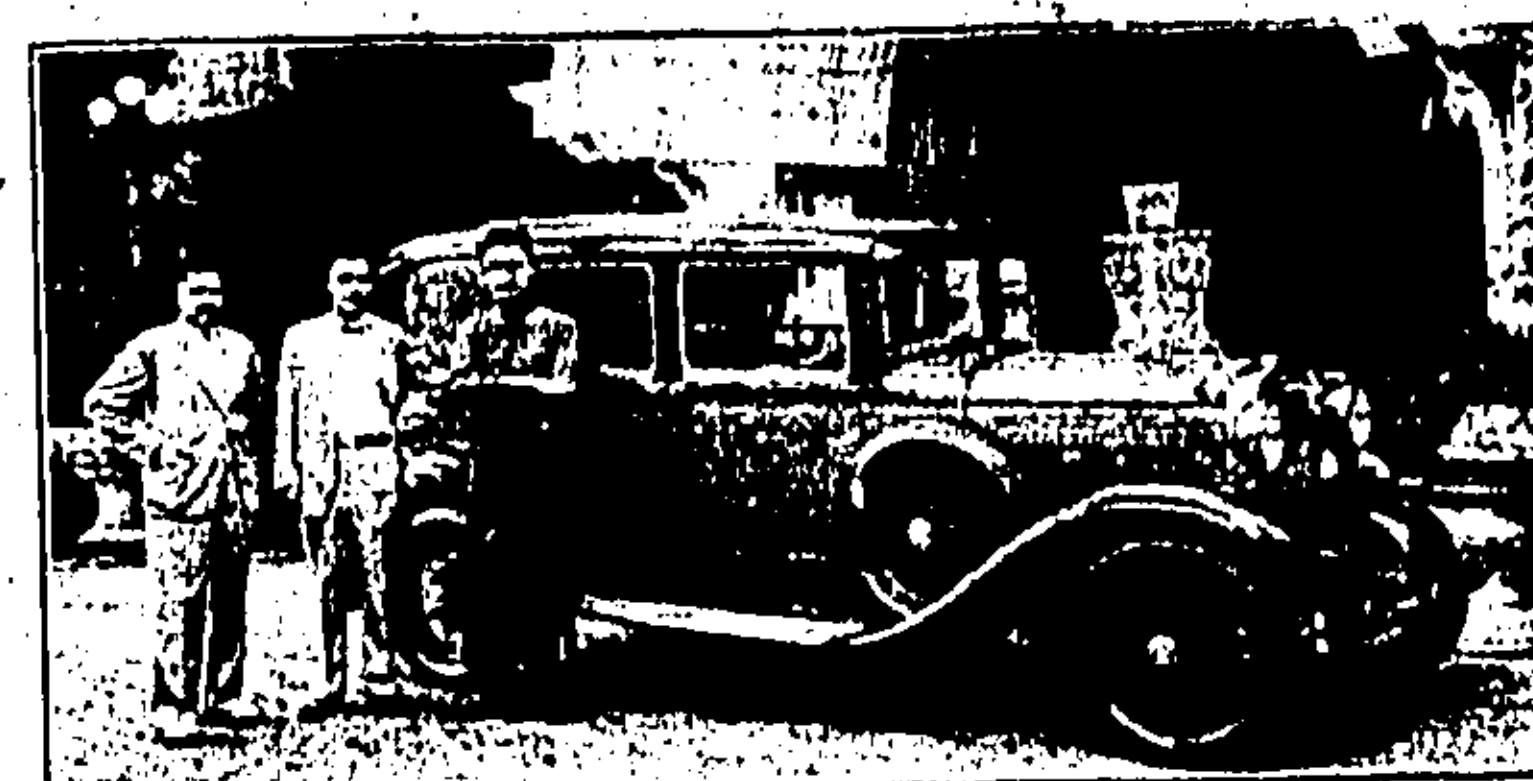
Its action is both thrilling and satisfying in conjunction with the Nash sound-proofed body, chassis and transmission. It gives the sensation of silent, smooth flight and is particularly pleasant on leisurely drives. At the same time the Nash system provides the driver with quick control over the car on slippery roads or grades by its easy shift back to the conventional drive.

The Synchro-Shift-Safety free wheeling consists of an over rolling or one-way clutch mechanism, which transmits power while being rotated in one direction, but rolls free when its direction is reversed. It is of the advanced, roller type. Ruggedly built, with a maximum number of roller bearings, it is a notable unit structurally. In it all wearing parts are made of the highest grade, electric furnace alloy steel. Exhaustive tests have proved that the drive's rugged strength is more than equal to the greatest strains that can be placed upon it.

Uniform Traffic Code.

The Uniform Motor Vehicle code of the United States National Conference on Street and Highway Safety has been adopted in whole or in part by 29 states.

NEW BULLET-PROOF FORD CAR.



Li Ching Mai, son of the famous Chinese statesman, Marquis Li Hung Chang, recently took delivery of a bullet-proof car supplied by the authorised Ford dealer at Shanghai, according to an announcement made by the Ford Motor Company, Exporters, Inc., Shanghai. This is the second occasion on which Lord Li purchased a Ford car.

The special car as shown above is equipped with bullet proof glass,

1/2" thick, and other devices by which protection and safety are assured. It may be recalled that Lord Li Ching Mai himself had a narrow escape from kidnappers Shanghai, according to an announcement made by the Ford Motor Company, Exporters, Inc., Shanghai. This is the second occasion on which Lord Li purchased a Ford car.

A number of prominent Chinese in Shanghai and other cities have also bought this bullet-proof car to afford themselves a sense of greater personal security.

THE LATEST RILEY SIX.

[By John Prioleau.]

Although the new six-cylinder 14 h.p. Riley, called the "Alpine" model, has other and more important claims to serious consideration, to be discussed below, there are details of its design and equipment which will make a particular appeal to those who like their motoring, and especially their touring motoring, to be thoroughly comfortable. It is, of course, far more important that a car should go well than be cleverly equipped, but in this instance the "little things that count" in the Riley are so well chosen that for once in a way I am dealing with these first. At least four main features of the design and equipment call for unstinted congratulation. The brakes, both hand and foot, are instantly adjustable from the driver's seat, there being no need to stop the car. That is real comfort.

Secondly, the vacuum feed tank, under the bonnet, is fixed with a good-sized filter, so that, in the event of failure of the autovac system, it can be used as a gravity tank. Such failure is, or should be, seldom suffered, but as one who suffered it lately, at night and on a mountain road with no help within 12 miles and no light to work by, I appreciate to the full the fact that, in order to get home, you need not dismount the entire valve-mechanism before you can pour petrol into the tank. An autovac valve is usually very reliable, but between reliability and complete failure there are no intermediate steps. You have either all the fuel you want or none at all.

Thirdly, the grouped system of chassis lubrication is so arranged that for all ordinary running lubrication the floor-boards need not be taken up. Lastly, jacking projections are fitted to the back-axle, and these projections have the same clearance as the front axle. This is a "comfort" point every owner-driver will appreciate who has hitherto had to carry a block of wood to compensate the difference between the clearance fore and aft. Either a block of wood or two jacks of different heights.

The design of the engine is much the same as that of the better-known 4-cylinder Nine, the

valves being operated by two camshafts, one on each side of the engine, placed high up the block. It is, in fact, a Nine with two additional cylinders, the bore and stroke being 60.3 by 56.2 millimetres. The tax-rating is 214, and the cubic capacity is 1,635 c.c. The crankshaft is carried in four bearings and is fitted with a vibration-damper. It is very well balanced. Ignition is by coil and battery, cooling is by pump, and the radiator is flexibly mounted. The chassis, which has a wheelbase of 9 ft. 6 in. and a track of 4 ft., is stoutly braced by girders behind the gear-box and forward of the back-axle.

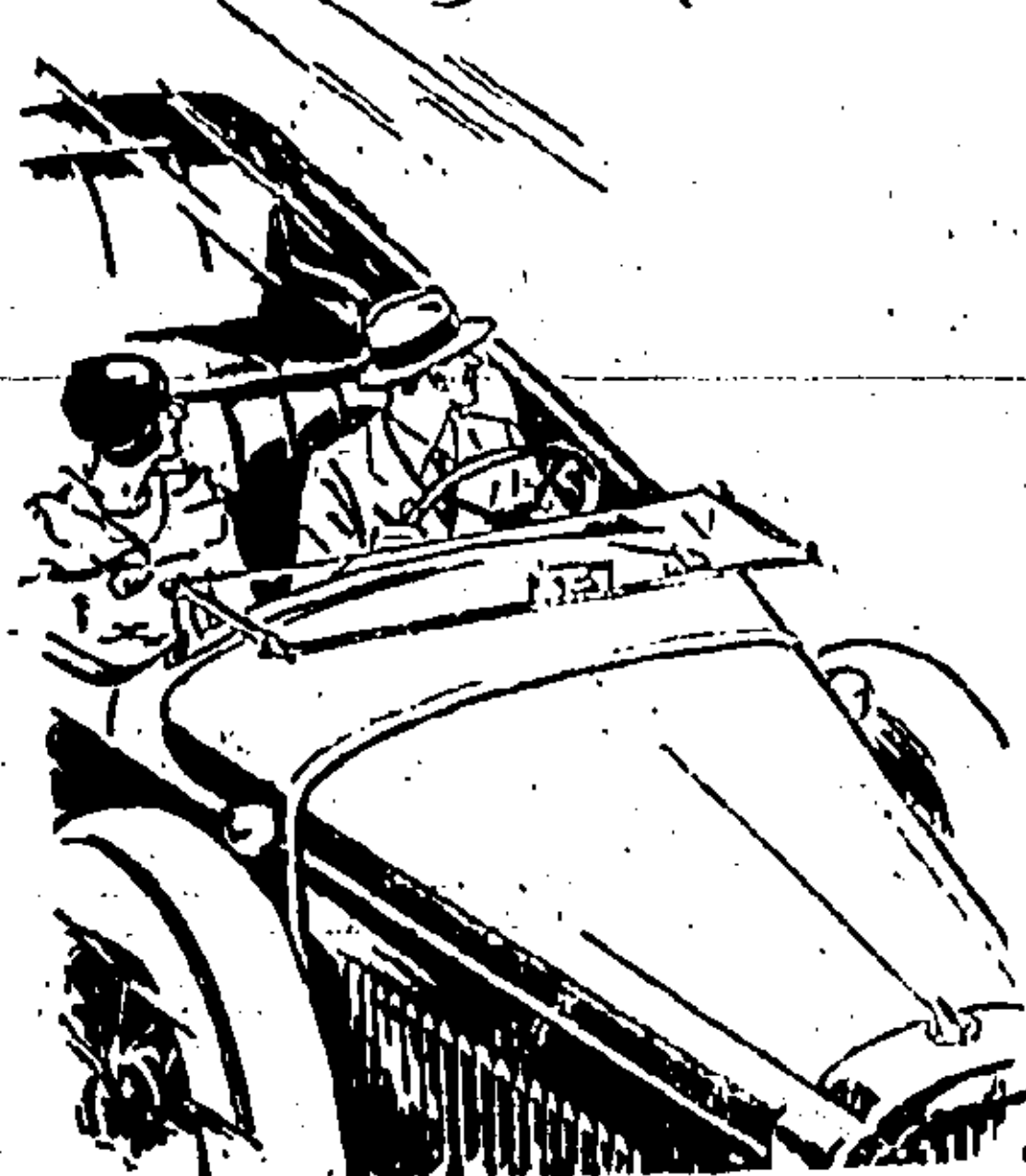
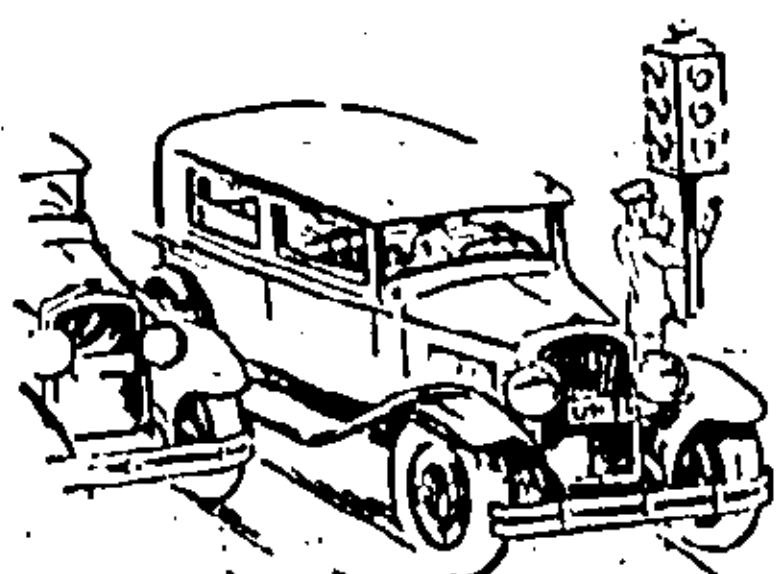
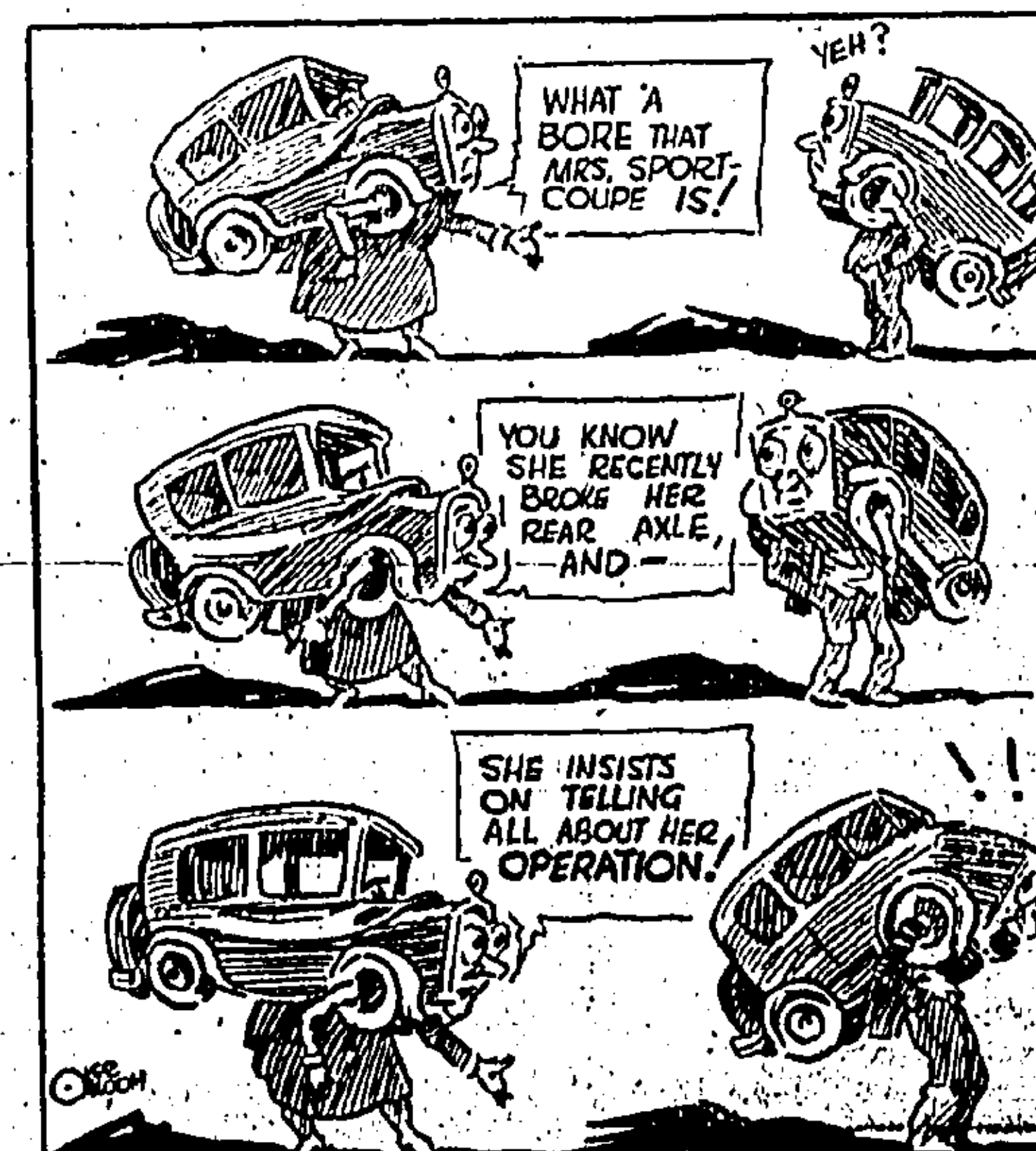
Liveliness is the principal characteristic of this pleasant light car. It is not, of course, unusually roomy, but neither is its engine of large dimensions. The latter is well up to its work and the performance is excellent for a 14-h.p. The 4-speed gear-box has the familiar Riley "silent" constant-mesh third, with which vivid acceleration is available in traffic, but the pick-up on top is also really commendable. The engine runs without perceptible vibration at all speeds up to the comfortable limit of a little over sixty miles an hour. Pebblecombe Hill, with a gradient of one in five at the top, was taken on third and second, with twenty-five miles an hour the minimum speed. A good performance, which might have been slightly bettered if I had been more familiar with the gear-ratios. I changed down a second too soon. The speedometer is marked to show the precise moment when changes should be made.

The gears run quietly and there is no unpleasant resonance in the saloon. The brakes are smooth and powerful, and the steering light. I find little to criticise in this remarkably handy and willing car. I should prefer more space for the driver's left foot between the brake-lever and the clutch pedal, and, so far as the bodywork is concerned, I would think more highly of it if it had another two or three inches of headroom for the back passengers. I know it is a fashion, but I think it is a bad one. The lines are excellent and the whole appearance of the car very attractive. The price £265.

England's New Roads.

More than 300 miles of all-concrete highways were constructed in England during 1930.

ALLEY GOSSIP.



The new Buick is Buick in quality and value through and through. So eloquently are these things evidenced in Buick products year after year that orders totalling millions of dollars were placed for this new Buick—before the cars were actually available. With such a display of confidence in Buick—you, too, can buy the new Buick with every assurance that it will give you the greatest motoring satisfaction you can possibly expect.

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A BARON ADVENTURE.

Illustrating the Perils of Penetrating into the Past.

(By Cyril A Potts.)

Not long ago a gentleman, whose courage fills me with admiration, explained to the Royal Society or the British Association—I forget which—how he was able to project himself into the past at will. If I had not had the privilege of knowing Serymgeour and Waddle, both of whom had the same extraordinary power, I might have looked upon this gentleman's claim with incredulity. As it is, I am bound to treat it with respect.

Convincing Proof.

Serymgeour disappeared, and had it not been for the testimony of Waddle, no one would ever have known what became of him. Even Waddle's story might have been disbelieved but for the corroborations of the gentleman aforesaid.

I have often heard Serymgeour talk on the subject.

"I wish I could hop back into the Middle Ages for a bit, with my car," he used to say. "Wouldn't I make those old lads sit up? I'd be a sort of god. And think of the cash I could make!"

He went on to describe the sensation a Morris-Oxford Six would create in a world in which nobody had ever travelled faster than a horse.

As he talked, his imagination soared and soared and . . . But let's get down to facts.

Waddle has always asserted that nothing is impossible of achievement, provided one wants it hard enough, and he was absolutely fascinated by Serymgeour's idea. The two of them used to discuss it for hours together.

In the end, Waddle says, they got to want it so badly that it actually happened. All I know about it personally is that both men went out together in Serymgeour's car and disappeared for several weeks. Serymgeour is still missing.

I'm a bit hazy about history, but, according to Serymgeour, the two of them suddenly found themselves way back somewhere in the Middle Ages, complete with car. There were knights in armour knocking about, and men-at-arms in leather jerkins. The roads were rotten and everything was a bit in-

sanitary. They couldn't find a hotel, and every sort of necessary was lacking. They couldn't even buy a packet of cigarettes.

Over-rated.

On the whole it was darned uncomfortable.

However, Serymgeour had made all his plans, and, having hidden the car in a wood, started a sort of Press campaign. There was no printing, and the people couldn't read, anyhow, so it all had to be done by word of mouth, and it was a slow business.

To add to the difficulty, he couldn't use his car for getting about, partly because he didn't want to give the show away prematurely, partly because he only had a tankful of petrol and there was no more to be had, and partly because the roads were all Colonial stuff.

However, he spread the yarn about, and, by degrees, the people began to look interested.

Finally, somebody carried the report to an old baron who lived in a theatrical-looking castle nearby, and one day some of his staff grabbed Serymgeour by the scruff of the neck, yanked him across the drawbridge and chucked him down in the banquetting hall, where he lay on a lot of partly decomposed rushes.

The old boy, who Serymgeour said had the manners of a pig, sat in an antique chair on a sort of platform and scowled at him. He addressed Serymgeour as "Ho, Varlet!" which annoyed him, and asked whether it were true that he had claimed to possess a machine which could beat the fastest horse.

Serymgeour went through his usual patter, and the end of it was that the baron fixed up a trial for the very next day. He didn't mention what the prize was, but intimated that unless the car won, Serymgeour would meet with a sticky end.

Waddle says there was great excitement next day, and the whole population turned out to see the fun. A stretch of road about a mile long had been roped off, and a sort of grandstand for the baron's party and the County folk general-

ly had been erected in the middle. The track was rough, but serviceable.

The show started with a lot of trumpet blowing by heralds, and a sort of proclamation was read, but Waddle couldn't catch the wording owing to the noise made by the crowd. At last the flag dropped. The horse got away first, and, judging by the cheering, it started favourite, but before Serymgeour had had time to change into top he was well away in the lead and simply romped home. He pulled up just beyond the finishing line and, to Waddle's surprise, was immediately pinched by a sort of sheriff's posse in pressed-steel waistcoats, and carted off to the castle.

Waddle was no end worried, and that night he crept up to the castle and had a few words with Serymgeour, through the barred window of the cell in which he was confined.

Optimism.

Serymgeour seemed to think it would be all right.

"The old bird put me through the third degree," he said, "and then had me locked up in here. He seems to think there is something uneasy about the car, but I explained how it works, though it was a bit difficult without diagrams, and he doesn't seem to have a mechanical mind. Also, I've an idea that he backed the nag, which would account for his peevishness. However, he's fixed up some sort of a show in the town to-morrow, and I gather I'm to play the chief part. I don't know what it is, but they're probably going to present me with the freedom of the city."

"But why lock you up?" asked Waddle.

"Well, I expect he sees he's on to a good thing," replied Serymgeour. "He isn't going to risk someone else getting at me and stealing his thunder. He'll probably turn me into a limited company, and he wants to be vendor and managing director."

Next day, Waddle says, the town was more crowded than ever. He had practically to fight his way in. Everybody seemed to be making for the market place, so Waddle went there too.

When he got there he saw that a stake had been erected, at the foot of which a great heap of faggots had been piled, and on top of the faggots he saw the twisted remains of a Morris-Oxford Six. The car, Waddle says, had been smashed to atoms and the petrol was trickling out of the burst tank.

At that moment a great roar went up, and he saw Serymgeour

SAVING SECONDS.

The Little Things Which Count.

THE DASHBOARD.

So much has been done already for the improvement of the major parts of the automobile, that engineers and designers are turning toward the little things to make the entire mechanism perfect.

These little innovations may seem trivial and unimportant, but by themselves, they make quite an interesting and diverting problem.

For example, British engineers and body designers have begun to consider the proper placement of those instruments we find now on the dashboard. The point is made that they are in a very poor position where they cause the driver to drop his gaze upon the road ahead and lose an average of two precious seconds in doing so.

Driving at 40 miles an hour, a driver who takes his eyes off the road for two seconds in order to glance at the instruments on the dash finds that he has traveled 116 feet in that time, a distance half again as far as his brakes could stop him at that speed.

That's a serious driving problem, say the engineers. So they have suggested placing the dash instruments almost directly in the path of the driver's vision at all times—above the radiator in front.

This would require better eye-sight, of course, but good eye-sight is essential in driving anyway. At any rate, it would make the driver more "instrument-conscious," which he isn't today. The result would be closer attention to driving and to the maintenance of the driving mechanism.

Besides, with the instruments off the dash, the space they occupied could be devoted to shelves and cupboards, to the great delight and convenience of the women especially.

dragged forward by the armour-plated caps. Waddle says he knew he could do no good by staying, and he couldn't face the rest of the proceedings anyhow, so he wished himself back in the present day as hard as he could wish.

Serymgeour's relations are expecting him back any day. I want Waddle and I know better. I want Waddle to tell the whole story to the Royal Society or the British Association, as the case may be, at their next meeting, but he won't. He is so shy.

SLEEVE-VALVE ENGINE.

Public Interest Increasing.

THE WILLYS-KNIGHT.

The public in general is discovering an increased interest in the sleeve-valve type of engine such as is employed in these Willys-Knight land products, according to Willys-Knight officials. Many times the question is asked in what way the Willys-Knight sleeve-valve engine differs from the poppet valve type, such as is employed in other motor cars.

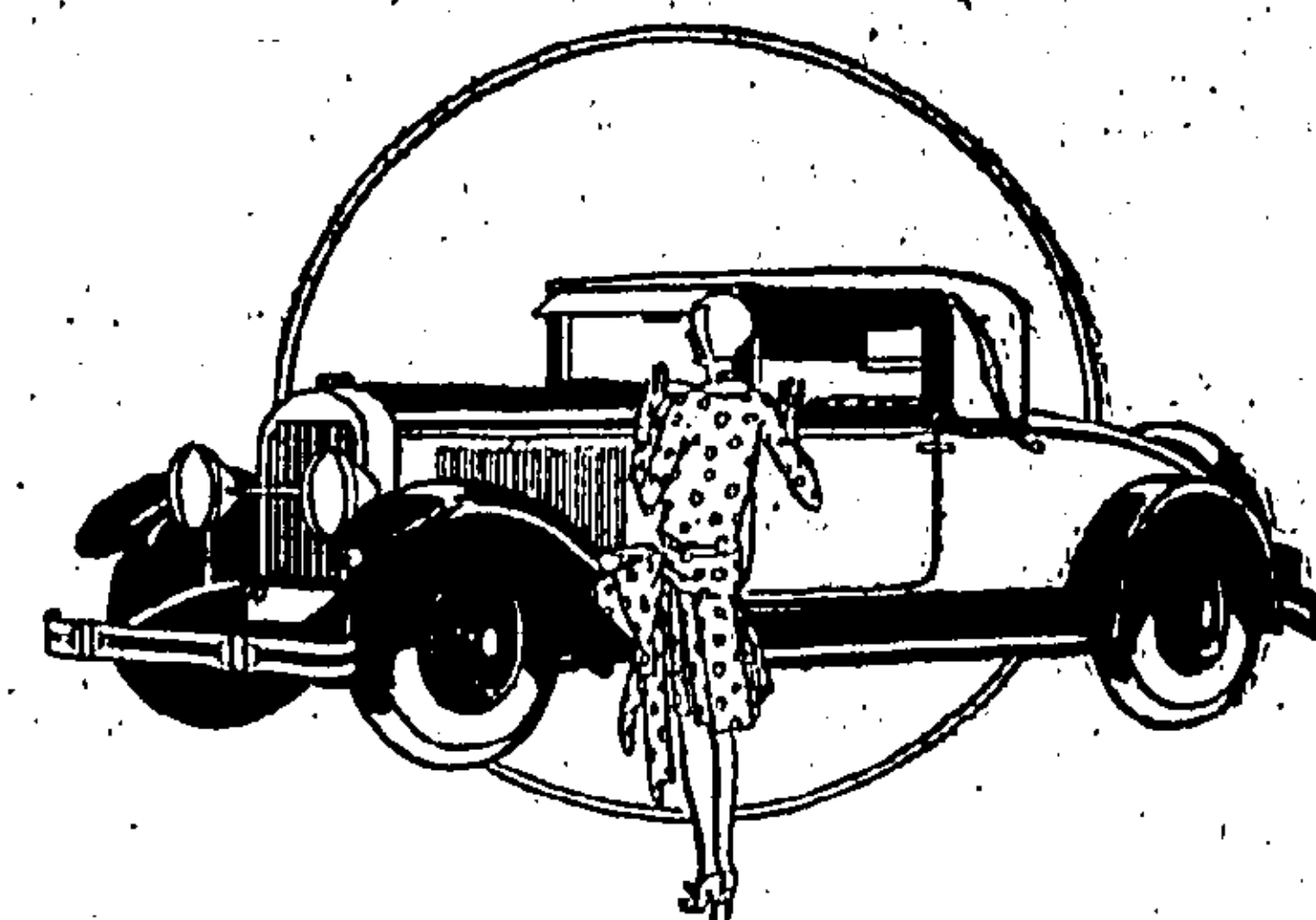
Engineers point out that the fundamental principle of all internal combustion or gasoline engines is the same. Gasoline and air, properly mixed in the carburetor in vapor form, are taken into the cylinder where the vapor is compressed to make it highly explosive, igniting at the proper point of compression, the resulting explosive energy operating the mechanism.

It is the difference in the method of "valving" the Willys-Knight sleeve-valve engine that distinguishes it from engines of other types, valving being the term used for providing the entry of fresh vapor into the cylinders and the expelling of the burned or dead gases.

In the poppet type of engine the valve mechanism consists of a circular plate of metal mounted on a stem. The valve is opened by means of a cam or bump on the camshaft which raises a "push rod," which in turn raises the valve stem and as a result opens the valve. It is closed by means of a strong spring which pulls it back on its seat.

In the Willys-Knight sleeve-valve engine, two cylindrical sleeves of grey iron, one within the other, travel up and down between the piston and cylinder wall in such a manner that when ports or openings, which are cut in the upper end of the sleeves, come into register with each other and with the corresponding port in the cylinder wall, the valves are open. The intake port, which allows the fresh gas to enter is on one side and the exhaust port, which permits the burned gases to leave, is on the opposite side.

The sleeves are actuated by small rods connected to an eccentric shaft, taking the place of the camshaft used in other engines. The operation of the sleeve-valve is similar to the operation of steam



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engine valves and has the same advantage of quiet operation and positive control at all speeds. The entire Willys-Knight sleeve-valve engine has been designed to keep pace with the latest engineering developments, bringing to the motor car field a new conception of smooth and quiet operation combined with a power and speed development to meet all modern driving needs.

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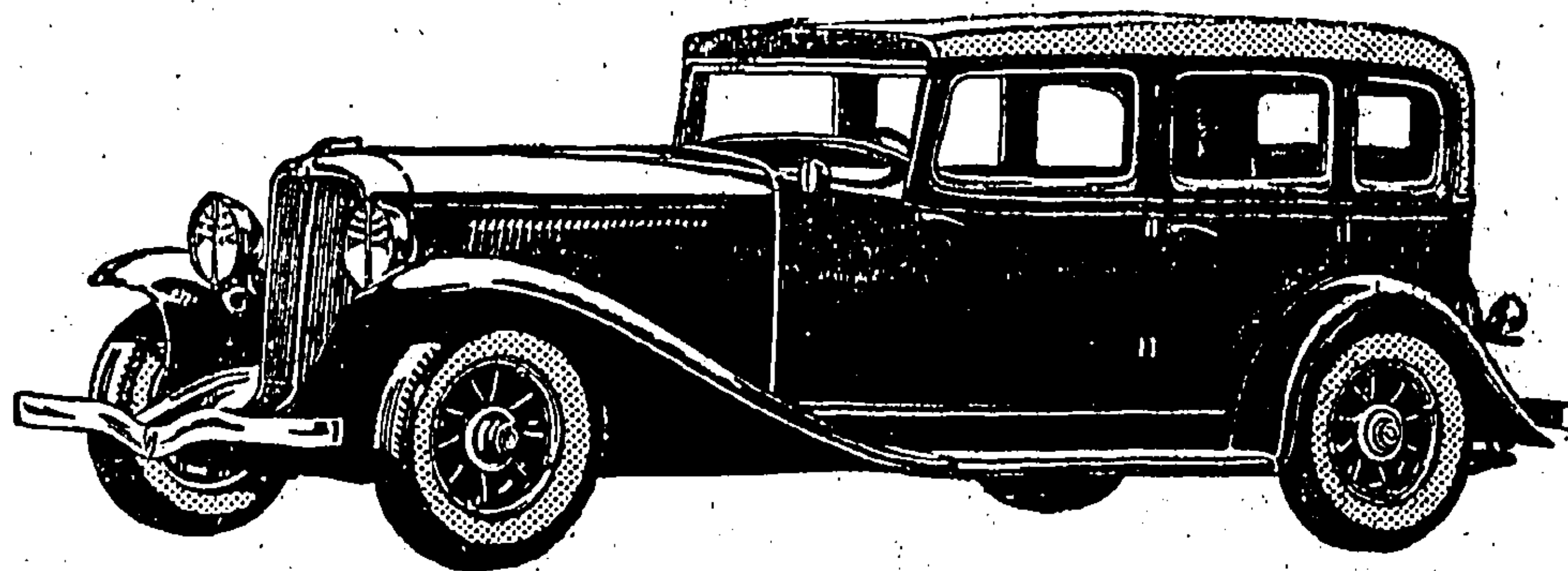
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NOTICE

TO ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

BUYING A USED CAR.

Why it is Sometimes Worth While.

REAL BARGAINS.

There is a great deal to be said for the practice of investing in used cars in preference to new ones, and to those economically inclined the second-hand bargain must appeal, for it is satisfactory to realize that the buyer's depreciation after 12 months' use will be very small compared to that faced by the original purchaser.

The biggest expense motorists have to face is depreciation, and the greatest percentage of depreciation always occurs during the first 12 months of a car's life.

According to Captain Sir Malcolm Campbell, who is motoring editor of *The Field*, there is no hard and fast rule as to the sum one can expect to obtain for a second-hand car; the figure will depend entirely on the make of car and the type of body with which it is fitted. Some cars, for example, will show a loss of at least 50 per cent. after only a few months' work, where others can be used for a whole year and still be worth two-thirds of the figure originally paid. This is assuming, of course, that the makers have not brought out an entirely new model in the meantime or reduced their retail price to any extent during that period. It is quite obvious, therefore, that if you wish to own a certain make of car that does not command a high figure on the second-hand market it will be much better to buy that particular make second hand, since you can obtain it at a comparatively low figure. If you acquired it brand new you would have to face a considerable loss when it came to be disposed of.

Depreciation.

On the other hand, it is far better, in some cases, to buy a new car instead of a second-hand one, because you may have to pay so much for a used car of that particular make that it is hardly worth while. Generally speaking, a popular make of car will depreciate approximately 33.33 per cent. after twelve months' use, whilst others will not fetch more than 50 per cent. to 60 per cent. of the original value after that period of running, and some may even realise less than this. Very considerable discretion must, of course, be exercised when selecting a new car, and if the purchaser is not experienced in these matters he would be well advised to place his confidence in a friend on whom he knows he can really rely.

The following advice by Sir Malcolm Campbell may be of assistance to the motorist who contemplates the purchase of a used car. Having made up his mind what make of car he prefers, the first question to be decided is where to find that article at the right price and in good condition. By studying the private and trade advertisement of used cars, in various journals, he will obtain a good idea of the average price being asked for any particular make of car and year of manufacture. There are, in condition showrooms which deal solely in second-hand cars, the experienced eye should be able to tell at once from an outward inspection the sort of treatment that any particular car has received since it left the factory. For example, examine the driver's cushion, clutch, brake, and accelerator pedals, and you will soon see whether the car has had much use. Speedometer readings are not to be relied upon. Have a good look round the chassis to ascertain whether it has been involved in any collision. Examine the tyres carefully. If wear on these is uneven it is probable that the axles or chassis are out of truth. If any sign like this is apparent leave the car alone at once. Jack up all the wheels and see if they run true. Ascertain the amount of play there is, as it is quite possible that new bearings may be required. Examine the pivot pins for excessive wear. A close close examination of the steering will also reveal a great deal.

Engine Attention.

The engine requires particular attention. Listen carefully whilst it is ticking over, and then run it up and see whether any peculiar noises develop. The transmission should next undergo close scrutiny, and if you are satisfied after doing all this the next thing is to ask for a trial run. Insist on driving the car yourself; you can find out more about the car's funny little ways in five minutes than you could if you sat beside a driver for an hour. Provided you are satisfied after a thorough examination and trial run that the car will suit your purpose, the most important item of all is to ascertain what is the lowest figure it can be bought for.

If the car has been on the road for twelve months or so, it is pretty sure to require a certain amount of money spent on it. Possibly it may require two new tyres, a new battery, a general top overhaul, or repainting. It may not be registered for the full twelve months. The question boils down to this: If it can be purchased cheaply enough it may be well worth buying that car and spending a little money to put it in first-class condition again. The whole proposition, therefore, pivots round the question of price. Therefore, it is very important to find out what repairs are necessary, and to know

PROPER DRIVING POSTURE.



Sit up like this when you drive and you'll be able to stand a long trip without tiring, says Dr. Dudley B. Reed, professor of hygiene and director of health at the University of Chicago. Slumping in his seat is what tires the driver easily and causes him to lose that necessary alertness.

approximately how much these repairs will cost before you decide to purchase.

One can, however, be badly caught with a second-hand car, and if you do not possess the necessary experience yourself be guided by some one who has and in whom you know you can place your faith.

MANY TOUR RUSSIA.

More than 10,000 American tourists are expected to visit Soviet Russia this season. This is double the number of American visitors who toured the country in 1930.

THE BATTERY.

Often Suffers Neglect. USEFUL HINTS.

[By Israel Klein.]

Stowed away beneath the auto's floor board, quiet and unnoticed, the storage battery often suffers neglect. Only when the starter fails to turn over, or the lights go dim, does the owner realize that his battery has died.

Strangely enough, this realization comes to him mostly in winter, when the demand on the battery is so great. Yet it is in summer that he should pay more attention to it.

In summer, the great danger to the storage battery lies in its becoming overcharged. Several factors enter into this condition. First there is the most important—matter of neglect, or lack of keeping the battery filled with water. This is required more often than any other time, for the heat of summer, coupled with additional heat stirred up in the battery during its operation, quickly evaporates the solution until it becomes a concentrated acid and threatens to burn up the plates.

In order to avoid this, fresh water should be poured into the battery at more frequent intervals in summer. Battery manufacturers have begun to build such units with larger water space above the plates, in order to prevent total evaporation.

Although the new type of battery need be filled less often than the old, it still requires attention.

Another cause for overcharging is failure to set the generator so that its charging rate will be comparatively low for summer. Since there is less demand on the battery

in summer than in winter, this change is essential. If there is a preponderance of electrical accessories in the car, such as spotlights, cigar lighters, electric fan and radio receiver, if the headlight bulbs take more candlepower than the average, and if these units are being used to any considerable extent, the drain on the battery may be so great as to necessitate keeping the generator charging at a high rate.

If the car is used more at night than by day, there would also be no need of reducing the charging rate.

Overcharging of the battery, furthermore, will result from too much day driving and too little night driving. It must be remembered that the days are much longer in summer and that therefore there is much less use of the lights than in winter.

In order to offset this, if the car is driven especially on any long trip, it is advisable to keep the lights on even during the day, so that the power of the generator will be diverted to these rather than to the battery.

The greatest drain on the battery results from use of the starter. This is used more in winter than in summer, when it has to be turned over for a longer interval in starting and against the resistance of a cold, thickened body of oil.

In summer, however, a mere touch of the button will set the engine going. The drain on the battery, therefore, is much less than that in winter, from this cause alone.

This, less use of the lights, the heat of summer and the additional internal heat of the solution during charging, cause so little drain on the battery that overcharging from the generator may easily result. Only more frequent filling of the battery will prevent that.

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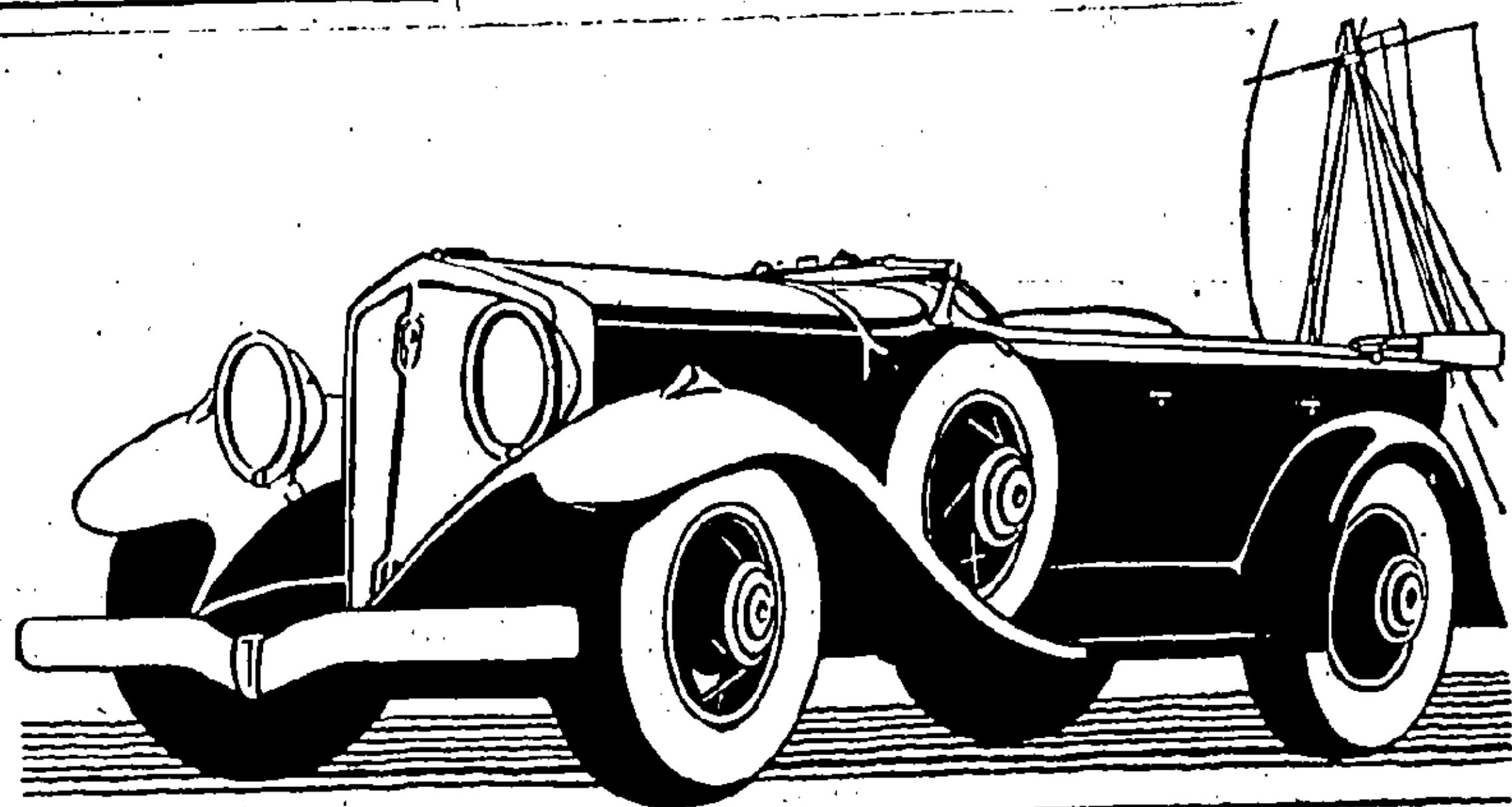
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STUDEBAKER

SCHOOLMASTERS' PROTEST MARCH.

(Continued from Page 1.)

times. The Government's economies, amounting to 70 millions, were severe but not intolerable. He defended the proposed cuts in unemployment benefit and the salaries of teachers.

The Income Tax.

Regarding the income tax changes, he stated that out of four million or more persons whose income would be brought under review, only one and half million would pay any tax and the tax would be small. The contribution he was asking from people with incomes from two to three hundred yearly was not large and he believed they would not complain at making it to the national need in the emergency.

The Chancellor described the talk of a "Banker's" as an "adulterated nonsense." If the facts were known the country would be eternally grateful to the Bank of England for the efforts it made to fulfil its duty as the custodian of British credit.

"Industrial depression is showing no lift," concluded Mr. Snowden, "but the country has come through hard times triumphantly in the past to an era of greater prosperity. It will happen again if the people show the same grit as their predecessors and the same faith in the country's future."

Good Reception.

The Government's taxation and economy proposals have had a generally good reception. With the exception of the opposition Press, which takes the line that the financial position of Britain is fundamentally so genuinely strong that the budget deficit could have been rectified by other means, and without what it considers an attack upon the standard of the national life, all newspapers are agreed that the Chancellor has fulfilled a drastic and disagreeable duty in a notably fair manner.

Financial opinion has reacted favourably to the budget and British funds were today marked up.

Judging from the foreign press comments reaching London, other countries, including the British Dominions, have also been greatly impressed by the unequivocal manner in which the situation has been tackled.

Typical remarks are those of the New York Times which describes the budget as a "striking testimony to the determination of the British people to keep at all costs their public finances in order" and of the Cape Times, which regards it as a "brave and honest effort to meet a serious situation."

Economy Bill Debate.

Today, in the Commons, the Premier moving the second reading of Economy Bill, explained how the Government's scheme balanced, saying seventy million pounds in a full year were to be found by economies and eighty million pounds by taxation, of which fifty-seven millions, considerably more than half, were to be found by direct taxation.

Twenty million pounds were covered by the provision made as regards the sinking fund and in the background was the conversion scheme, not estimated as yet, but which would be launched at the earliest possible opportunity.

One dramatic moment occurred during his speech, when the Premier remarked: "I speak for Labour," and being interrupted by the Opposition, exclaimed "They can take the label from my back, but they cannot take it from my mind."

Dealing in detail with departmental economies, the Premier mentioned that the Airship R100 was to be disposed of and the Cardington aerodrome placed on bare maintenance basis. The airman's and equipment in various parts of the world, built to facilitate airship flights, would be reduced to some other status.

Referring to the cuts in the unemployment benefit, the Premier said they had considered it an imperative duty to put unemployment finance on such a sound position that everybody having financial transactions with Britain, especially in the form of loans, was satisfied that her financial fabric was sound.

Several members on both sides of the House spoke after the Premier, and debate will be continued and concluded on Monday.

How The Services Will Fare.

No definite information has yet been received in Hongkong of how the Navy cuts will operate, but the brief outline given in the Economy Committee report has given local officers an idea of the effect of the reductions.

It is probable that all ranks will be subject to the 1925 rates of pay, which are slightly lower than those paid to men and officers with service before 1925. In most cases

SCHNEIDER PILOT'S FUNERAL.



Our photo shows the body of Lieut. G. L. Brinton, of the Schneider Trophy team, who was killed recently, leaving Calshot for Kidderminster where the funeral took place.

HOTEL FIRE THRILL AT LE TOUQUET.

BRITISH VISITORS RUSH FOR SAFETY.

Le Touquet, Aug. 7. There were remarkable scenes when fire broke out in the Royal Pearly, the largest hotel in Le Touquet, at 3.30 this morning.

The outbreak occurred in the attic in the servants' quarters. When the alarm was raised by taxi drivers in front of the casino, who saw flames coming from the roof of the hotel, many of the 100 guests, mostly British and American, left their rooms in night attire and mingled with the crowds in the gardens.

No Panic.

There was no panic. All the guests had plenty of time to leave their rooms.

Among them were Lord Charles Hope, Mr. and Mrs. Adler (New York), Mr. Lytton Rogers, the Irish tennis champion, and Mrs. Rogers, Mr. and Mrs. Laski (London), Sabri Bey (Paris), Mrs. Ryan, the U.S. tennis player, Mr. and Mrs. Sternberger, Mr. and Mrs. Swift and Mrs. Wade Miller.

Sir Robert Horne, who had been staying at the hotel, left last night. One guest, though in no danger, climbed to the top of the balcony above the hotel entrance by means of tied sheets and two members of the staff made a rope out of blankets and slid down to safety.

One of the hotel employees, named Parnini, was slightly injured, and a fireman was struck by a tile from the roof.

Casino. Crowds.

The news of the fire spread quickly through the town and a crowd of several hundreds, among whom were men and women in evening dress who had left the casino, gathered outside the hotel.

The firemen extinguished the flames in two hours. The damage is confined to the attic and to two floors which were flooded.

The hotel, which was built last year and consists of eight floors, was only recently opened for the season.

It will not be necessary to close the hotel, as the lower floors have not suffered to any extent from the water.

WATER LEVELS.

DETAILS FOR WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water level on the West River, North River and East River on the dates named:

	Sept. 10.	Sept. 11.
West River at Shihlung	13.2	11.4
North River at Samshui	11.4	10.8
North River at Tsingmen	9.5	8.6
East River at Shihlung	11.3	11.3

The highest levels recorded are: Shihlung, 41 feet; Tsingyuan, 29.2 feet; Samshui, 27.3 feet; Shihlung, 11.5 feet.

The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Shihlung.

this means a reduction of at least 18. a day.

In addition it is anticipated that officers pay will be further reduced by the introduction of a revised cost of living figure. This is expected to reduce the standard rate fixed in 1919, by 11 per cent. Various cuts since the standard rate was fixed have brought the pay for officers down eight per cent, but it is not thought that this new revision of the cost of living will be more than another three per cent.

Military Cable.

The military authorities have received a cable stating that Royal Warrant and Army Orders are being issued applying from the 1st October, 1925, rates of pay to all officers and other ranks irrespective of effecting date of commission, enlistment or re-enlistment. Clothing allowance will be reduced by 10 per cent. The cost of living reduction from officers standard rate will be 11 per cent in lieu of 8 per cent. The men are expected to lose 1/- a day.

HONGKONG SHARE MARKET.

OFFICIAL SUMMARY BY STOCK EXCHANGE.

The market was steady this morning, with utilities in general demand and Whampoa Docks coming into prominence at 28 buyers.

Banks were done at 22.50. H.K. Flies were wanted at the slightly increased rate of \$1.80.

Benguet, after being done at \$1.30, were in demand at \$1.14.

Whampoa Docks, after an extended period of quietness, came into demand at \$28.

Providents (old), which were done at 65½, were wanted at \$5.30.

Hotels (new), changed hands at \$16.40, and at this rate they closed in demand.

Land was wanted at \$91. Realities, which were reported done at \$17.30 and \$17.35, closed with buyers at \$17.4.

Trams were wanted at \$15.30. Trams were wanted at \$12½, as were Pent Trams (old) at \$14½, and the new shares at \$6.35, Star Ferries \$9.50, Yumai Ferries at \$26½.

China Lights at \$29½, with sellers of the latter asking \$30. Electric could have been obtained at \$8½, and Telephone (first paid) were in demand at \$35½.

Cements (combined), which were done at \$20½, could have been bought at this rate, but buyers did not go higher than \$20.10 at the close.

Watsons had sellers at \$17, but they closed in demand at \$16.60. Construction rights were in demand at \$2.

SILVER FUTURES.

THE LATEST CABLED QUOTATIONS.

Messrs. Pender and Co. have been advised by cable of the following quotations for New York silver futures as at the close of the market yesterday:

September 28.25 up .25.
December 28.50 up .25.

Prince's Golf Garb.



The Prince of Wales, going out for a round of golf at the Chateau de Malmaison, near Bayonne, where he has been spending a holiday.

LONDON'S GREAT DELUGE.

TWELVE HOURS' DOWNPOUR.

TRAINS HELD UP.

London, Aug. 15. Torrential rain fell over a wide area of the country yesterday and still more is expected to-day to make the 27th wet week-end this year.

London and Birmingham were among the places where rain fell almost incessantly for 12 hours. Roads in many places were flooded; motor-cars became stranded in the water and had to be towed out—or left; trains and trams were held up, and houses were struck by lightning.

In two hours nearly three-quarters of an inch of rain fell in South-East London.

It is computed that in the 693 square miles of the Greater London area 4,296,600 tons of rain fell.

Railway Flooded.

After a thunderstorm, which raged for three and a half hours the Southern Railway station at Mitcham, Surrey, was flooded to within an inch of the top of the platform and all trains were held up for a time.

Owing to the floods Mitcham Fair was unable to open yesterday, but it will open to-day instead, an extension having been granted.

At Tooting Junction and Streatham stations there was a foot of water between the platforms.

Rescued by Lorry.

City workers were stranded at Colliers Wood Tube Station until a lorry came to the rescue and carried them three-quarters of a mile to Western-road.

Forty houses at Hither Green, S.E., were flooded and one householder said he was unable to enter his own house for two hours.

Beckenham road, Beckenham, was closed to traffic for several hours owing to parts of the road being forced up.

The Kingston-by-pass road was flooded near Richmond Park and near Esher.

Racing Crowd Wades.

At the Wimbledon Stadium water found its way through the car park and kennels. Trams were unable to proceed and the crowds had to walk through the water.

Buses were unable to pass beneath the bridge at Worcester Park (Surrey) railway station, where the water was four feet deep.

In the main street water was pouring out of many of the houses. Buses, between Morden and Worcester Park had to pass through water for nearly two miles. In places the buses were awash on the lower deck and passengers had to put their feet on the seats.

The day was the wettest of the year at Birmingham.

The city trams on the Pershore road were held up by floods. Pumps were employed to clear the road.

The Forest of Dean, in Gloucestershire, had what is described as a cloud-burst.

Shrewsbury recorded the heaviest rainfall with 36mm.—about 1½ inches. An inch fell at Croydon and nearly an inch at Kew.

Houses were struck by lightning at Thornton Heath, and Hawthorne-avenue, Norbury.

EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris	123.94½	123.94½
Geneva	24.91½	24.91½
Berlin	20.87½	20.87½
Oslo	18.16½	18.17½
Helsinki	19.3½	19.3½
Athens	37½	37½
Buenos Aires	31½	31½/16
Shanghai	1/23½	1/23½
New York	4.85 15/16	4.85 15/16
Amsterdam	12.04½	12.04½
Stockholm	18.15	18.15½
Vienna	34.61	34.65
Madrid	53.85	53.85
Bucharest	81.6½	81.6½
Montevideo	22½	22½
Hongkong	11½	11½
Brussels	34.94½	34.93½
Milan	90.89½	92.0½
Copenhagen	18.17½	18.17½
Prague	110	110
Lisbon	3.1/32	3.1/32
Bombay	1/5½	1/5½
Yokohama	2/0 13/32	13/16
Silver (spot)	13	13 1/16
" (forward) 13		13 1/16

—British Wireless.

INTERPORT TENNIS.

HONGKONG TEAM NOW COMPLETE.

M. W. Lo, singles tennis champion of the Colony in 1929, has accepted an invitation from the Tennis Association to accompany the Interport team to Shanghai on September 29, and he will complete the men's team.

Hongkong will thus be represented by Messrs. S. A. Rumjahn, E. C. Fincher, M. W. Lo, and Ho Ka-lau.

RADIO BROADCAST

DANCE MUSIC ARRANGED FOR TO-NIGHT.

The radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres to-day is:

7.00-7.00 p.m. Chinese recorded programme.

7.00-11.30 p.m. European Programme of Victor and H. M. V. Records kindly supplied by Messrs. S. Moutrie and Co.

7.00 p.m. Mail notice.

7.05-7.25 p.m. Concerto in A Minor (Grieg Op. 10).

Arthur De Greef and The Royal Albert Hall Orchestra, conducted by Sir Landon Ronald. R24.

7.35-7.55 p.m. Variety.

Humorous Song—Got The Blues When It Rains.

Humorous Song—Down Among The Sugar Cane.

Johnny Marvin. 21959.

Hawaiian Music—Hula Girl. 20701.

Chorus—Strike Up The Band. 22401.

8.00 p.m. Local time; weather report.

7.55-9.30 p.m. The Gondoliers (Gilbert and Sullivan).

The Light Opera Company, recorded under the direction of R. D'Oyly Carte. D1834-D1845.

9.30-11.30 p.m. Dance Programme.

Fox Trot—'I'm Doin' What I'm Doin' For Love.

Fox Trot—'I'm Feathering a Nest. 22016.

Fox Trot—When Yuba Plays the Rumba on the Tuba.

Fox Trot—'I'm Keepin' Company. 22742.

Fox Trot—Without That Gal.

Fox Trot—When the Moon Comes over the Mountain. 22746.

Fox Trot—Ooh! I Feel You-Hoo!

Fox Trot—On the Beach With You. 22730.

Fox Trot—Sing a Little Jingle.

Fox Trot—I Found a Million Dollars Baby. 22707.

Fox Trot—You Forgot Your Gloves.

Fox Trot—Falling in Love. 22706.

Waltz—Dreary River. 21339.

Waltz—Beloved.

Fox Trot—Dancing in the Dark.

Fox Trot—High and Low. 22708.

Fox Trot—I'm Painting Pictures.

Fox Trot—Never. 22725.

Fox Trot—Look in the Looking Glass.

Fox Trot—Nevertheless. 22722.

Waltz—Chiquita.

Waltz—Twelve O'clock Waltz. 21513.

Fox Trot—You Can't Stop Me From Lovin' You.

Fox Trot—What's Keeping My Prince Charming? 22710.

Fox Trot—When the Shepherd Leads the Sheep Back Home.

Fox Trot—Under Your Window To-night. 22705.

Fox Trot—Maybe It's the Moon.

Fox Trot—I Was Only Teasing You. 22727.

Fox Trot—Black Eyes. 22728.

Fox Trot—Trees. 21235.

Waltz—Beautiful Heaven.

Waltz—The Swallow. 21235.

Fox Trot—Just a Crazy Song. 22661.

Fox Trot—Sugar Blues.

Fox Trot—How the Time Can Fly.

Fox Trot—June Time in Love Time. 22740.

Fox Trot—Hoosier Hop.

Fox Trot—I'm Following You. 22218.

Waltz—Princess Flavia-Melody Waltz.

Waltz—Always. 19055.

10.30 p.m. (Approx.): Rugby mid-day press news.

11.30 p.m. Close down.

SUNDAY'S PROGRAMME.

11.00-12.15 p.m. Relay of St. John's Cathedral Service.

12.15-2.00 p.m. Chinese Programme.

2.00 p.m. Local Time and Weather Report.

2.00 p.m. Close Down.

8.00-10.00 p.m. European programme of Columbia records kindly supplied by Messrs. Anderson Music Co.

8.00 p.m. Local time; weather report.

8.05-8.45 p.m. Orchestral.

Masaniello-Overture (Auber).

Milan Symphony Orchestra. DX187.

Second Serenata (Toselli arr. Gies).

Tarantella For Flute and Clarinet (Saint-Saens).

H. G. Amers and The Eastbourne Municipal Band. 9750.

Semiramide-Overture (Rossini).

Milan Symphony Orchestra. 9603-9654.

8.45-9.34 p.m. A Concert.

Song—"Awake Sweet Love" (Percy Scholes).

Cecile Dolmetsch (Soprano) With Lute and Viol Accompaniment by Arnold and Rudolf Dolmetsch.

Choral—"Summer is I-Cumen In" (Percy Scholes).

The St. George's Singers Directed by Rev. Dr. E. H. Fellowes-Unaccompanied. 6715.

Octet—Scent of the Jasmine (Squire).

Octet—Song of the Waterfall (Squire).

J. H. Squire Celeste Octet. DB107.

Organ Solo—Estrellita (Star of Love) (Ponce).

Organ Solo—La Golondrina (The Swallow).

Emil Velasco. DB95.

Choral—"Sing We And Chant It" (Percy Scholes).

Choral—"Rest Sweet Nymphs" (Percy Scholes).

The St. George's Singers Directed by Rev. Dr. E. H. Fellowes-Unaccompanied. 6716.

Piano Solo—Rigoletto-Paraphrase (Verdi arr. Lasky).

Irene Scharer. DB70.

Octet—Song of the Geleste (Renard).

Octet—Amina (Liska arr. Willoughby).

J. H. Squire Celeste Octet. DB487.

Song—"Mira, Mira" (Percy Scholes).

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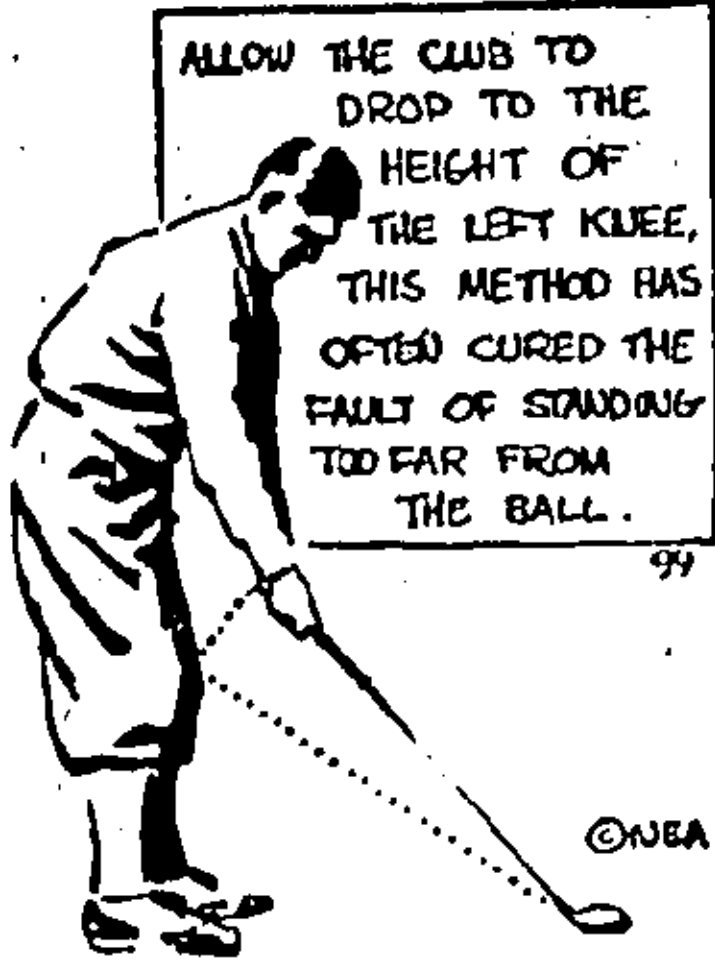
JUNIOR CHAMPIONSHIP RESULT.

In the final match of the Junior Division of Ping Pong League, which took place at the Chinese Y.M.C.A. and lasted for two consecutive evenings, the 9th and 10th inst., between the Confucian Association and the South China Athletic Association, the former carried off the championship with a score of 18-11.

The League also beg to announce the University team is in reality that of St. John's Hall.

GOLF
as the STARS play it

ALLOW THE CLUB TO
DROP TO THE
HEIGHT OF
THE LEFT KNEE.
THIS METHOD HAS
OFTEN CURED THE
FAULT OF STANDING
TOO FAR FROM
THE BALL.



Just how far should a player
stand from the ball?

It is impossible to specify in
feet and inches just how far away
from the ball a player should stand
in the address. Stances will vary
just as personalities differ. Yet
there is one way by which those
using the square stance may get
a rough idea of the distance to be
put between feet and the ball.

With the square stance, hold the
club in the left hand and permit
the clubhead to settle in its
natural position behind the ball.
Lower the club to the height of
the left knee. This simple method
has often cured good players
of the common fault of standing
too far away from the ball.

ART KRENZ.

THE INTERPORT AQUATICS.

EASY WIN FOR H.K. IN THE LONG DISTANCE.

Shanghai, Sept. 11.

In the interport swimming contests to-day, the 100 yards race, free style, was won by Feeney (Tientsin), with C. N. Brown (Shanghai) second, and G. J. Grilk (Shanghai) third. The event was won by a touch, in 62 seconds.

In the 880 yards event, Roza Pereira (Hongkong) was first, Laing (Hongkong) second, and Wheeler (Shanghai) third.

Roza Pereira won by nearly 90 yards, his time being 12 mins. 63 2/5 secs.

Roza Pereira won amid thunderous applause. Laing was 80 yards in front of Wheeler. The fourteen lengths of the pool, and the additional 40 yards, were negotiated by Roza Pereira without his at any time being troubled.

The Long Plunge.
The long plunge was won by Concoff (Shanghai), with Berthet (Shanghai) second and Karatas (Tientsin) third. The winning plunge was 72 feet 1 inch.

Berthet plunged 68 ft. 10 ins., and Karatas 68 ft. 8 ins. Zimmer and Soares, of Hongkong, plunged only 43 ft. 6 ins.

The team race (four men aside each swimming 60 yards) was won by Tientsin, with Hongkong second, in 2 min. 13 4/5 secs.

Tientsin led from the start. Hongkong were only half a yard ahead of Shanghai.

H. K. Wins Water Polo.
In the water polo match Hongkong beat Tientsin by 5 goals to 2. The half-time score was one-all.

Goal scorers were—For Hongkong, C. Pereira (2), Laing (3). For Tientsin, J. B. Brown and Kleeman one each.

The present standings are:

Shanghai 28.
Hongkong 24.
Tientsin 17.

The contest is to be resumed to-morrow evening.—Our Own Correspondent and Reuter.

KID BERG FOULED.

BUT CANZONERI KEEPS TITLE.

New York, Sept. 11.

Tony Canzoneri retained the world's lightweight championship, winning on points against Kid Berg, of England, in a fifteen round contest.

Canzoneri fouled Berg in the eighth round, and Berg would have been the champion but for the New York Boxing Commission's new rule making all fouls fair.—Reuter's American Service.

CRICKET LEAGUE.

STUMPS TO BE DRAWN BEFORE TIME.

The annual meeting of the Hongkong Cricket League was held yesterday afternoon at the Sanitary Board room, and was attended by the representatives of the various clubs. Mr. H. R. B. Hancock presided.

Mr. Hancock was re-elected President of the League, with Mr. G. R. Sayer Vice-President and Mr. W. C. Hung as Hon. Secretary and Treasurer.

The senior division of the League will comprise this year the following teams: Indian Recreation Club, Hongkong Cricket Club, Chalenger C.C., Civil Service C.C., Kowloon C.C., University, Navy and the Royal Artillery. The junior division will include: I.R.C., H.K.C.C., C.C.C., C.S.C., K.C.C., University, Police R.C., Club de Releio, Royal Signals and Engineers and the South Wales Borderers.

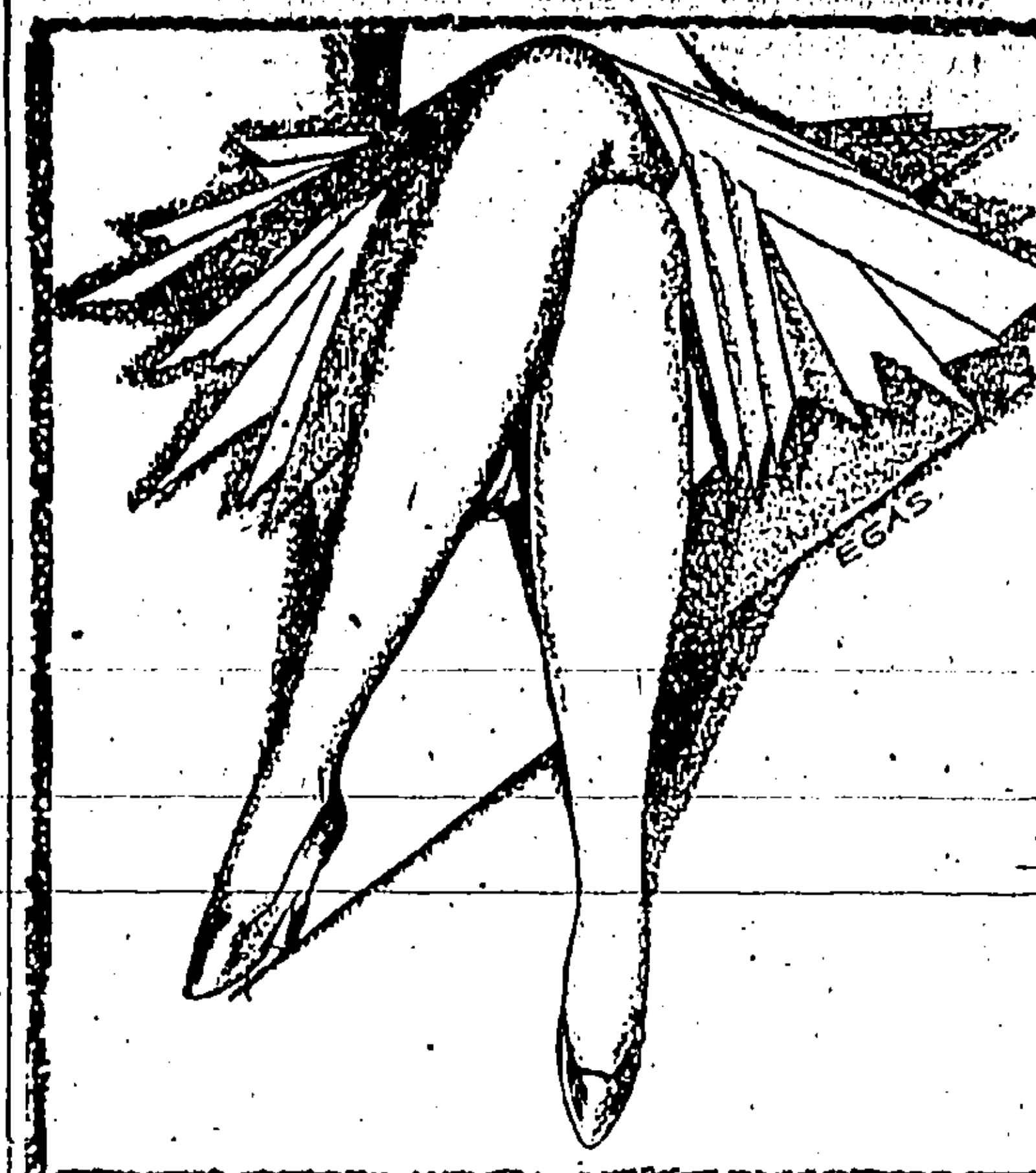
While the senior division remains practically the same as last year, there are a few changes in the junior. The R.A.S.C. have not yet signified their intention of participating in the League, while the Royal Engineers and the Royal Signals, which were two distinct teams last year, have now joined forces. As will be seen, the South Wales Borderers are running a team in the junior division. In all, there will therefore be eight teams in the senior and 10 teams in the junior.

On the question of the match between the Winners of the League and the Rest, the President said it was a pity that this game was not played last year. He suggested that in future this game should be played on the ground of the team which won the League the previous year, and suggested that the second Saturday in April should be the date. Mr. F. M. el Arculli (the I.R.C. representative) agreed to have the game played off at Sookunpoo at the end of this season. The President added that this arrangement would enable them to know where this match would be played before they knew who the winners of the League were.

Mr. Hancock also drew attention to the fact that last year the secretaries of various clubs were very lax in sending in to the Hon. Secretary of the League the results of their official matches. He hoped that more trouble would be taken this year.

It was suggested that in League matches, stumps should be drawn 10 minutes before the scheduled time as in many instances last year matches were finished in semi-darkness.

Mr. Hancock said it was a good idea to try this scheme this year and see how it worked out. If it was not



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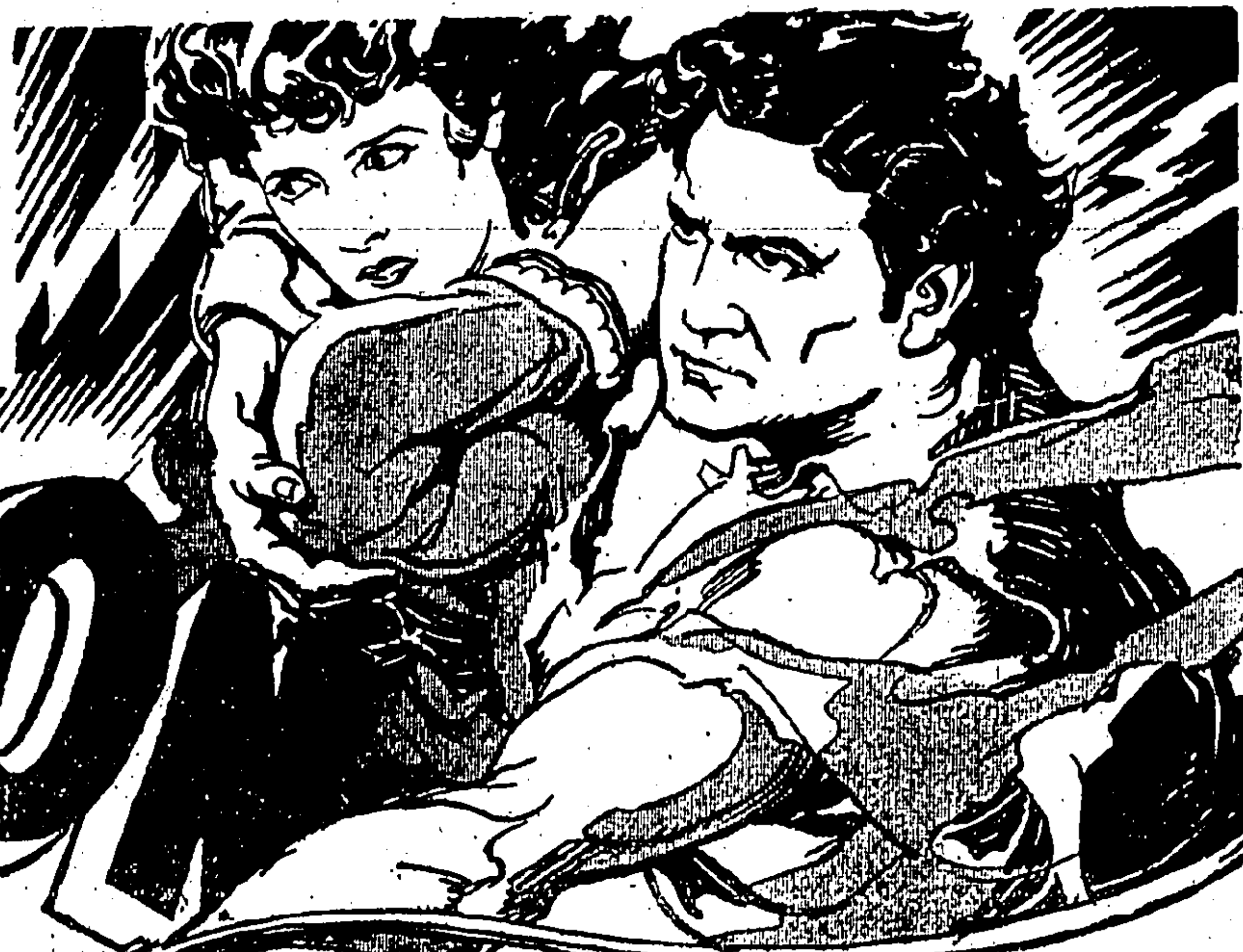
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"Birth of a Nation" ... "Four Horsemen" ... Screen Giants of the Ages Dwarfed Before "Cimarron's" Towering Might as Dawn of a New Day Thunders Across Dramatic Heavens!

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Epic of Love and Empire
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DUNNE, ESTELLE TAYLOR**
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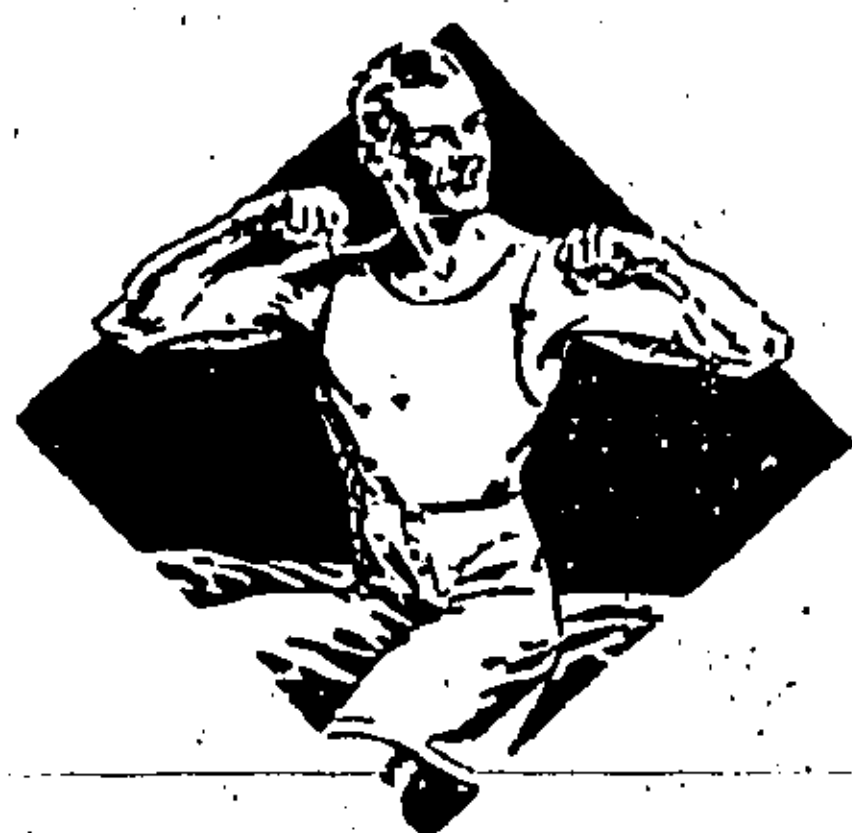
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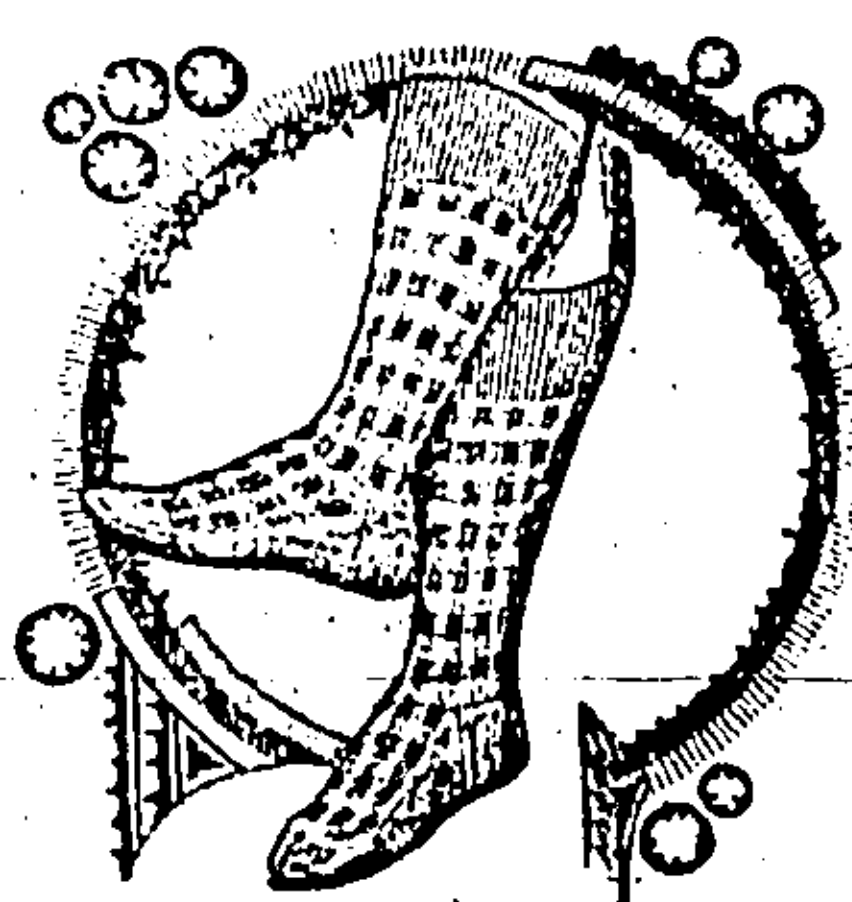
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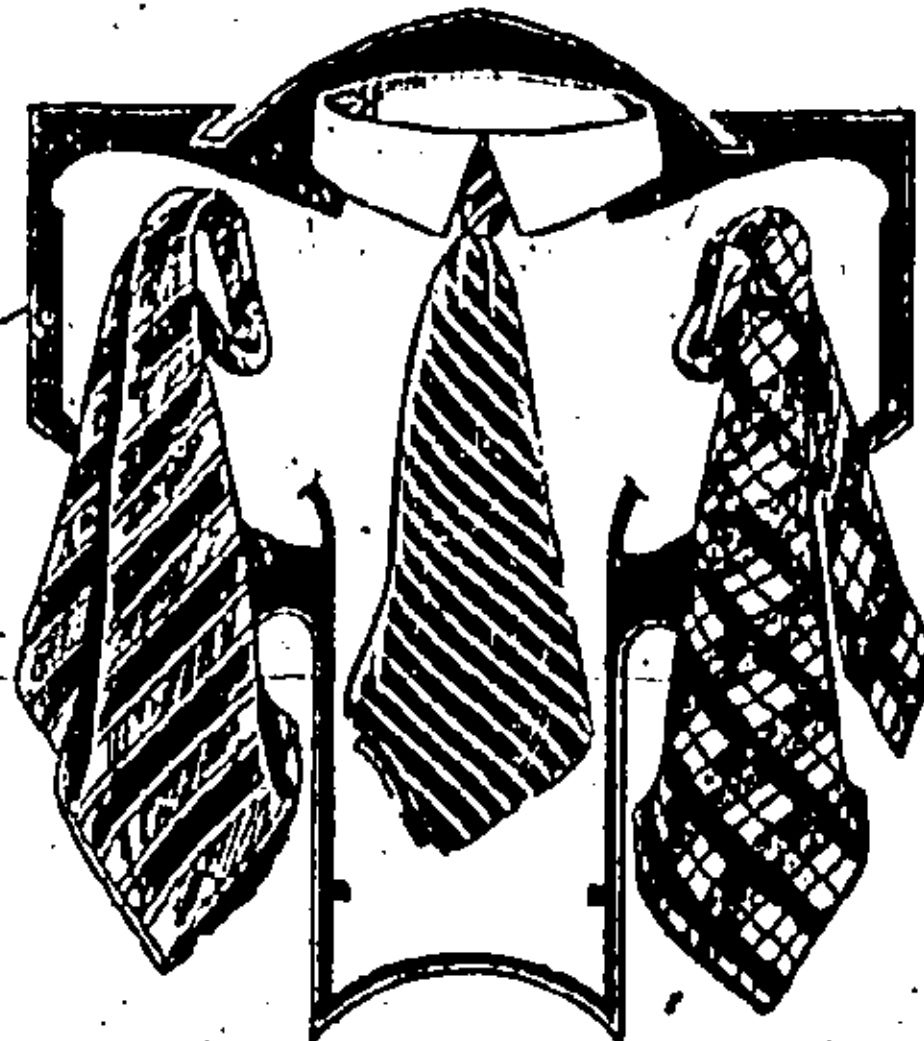
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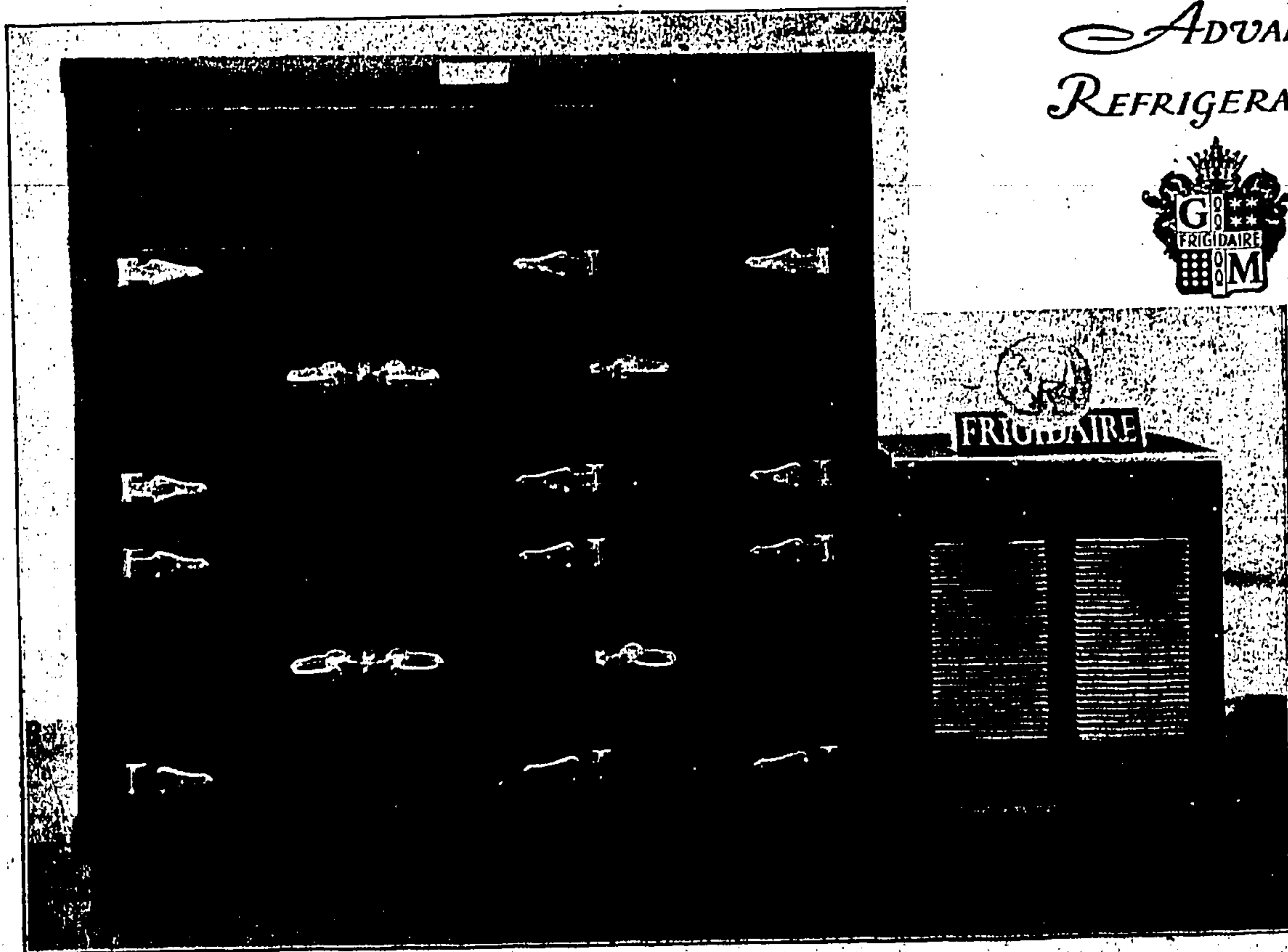
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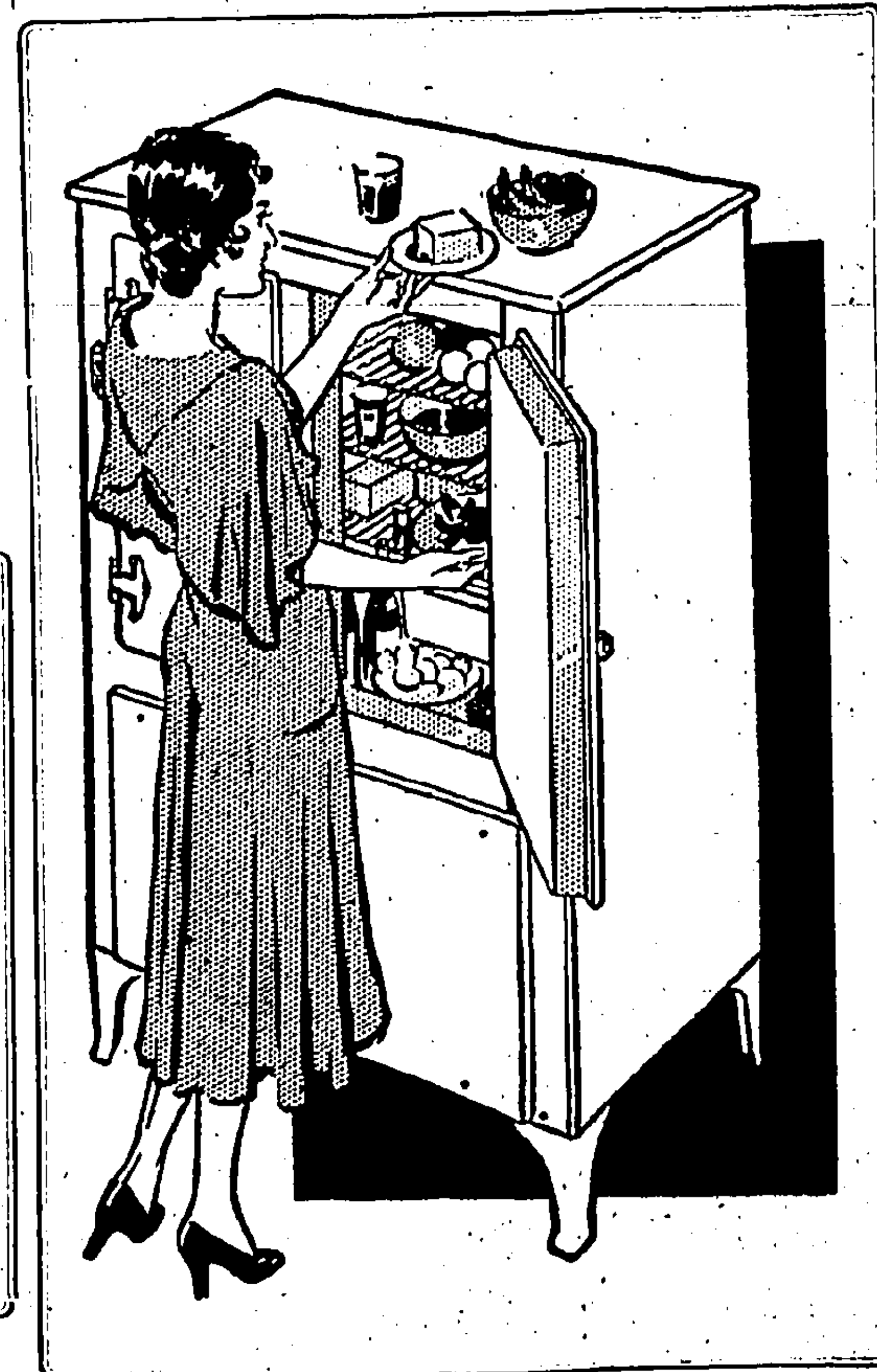
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NINGBOH 25th Sept. For Port Said, Havre, L'pool & Glasgow
ASPHALION 11th Oct. For Port Said, Havre, L'pool & Glasgow

NEW YORK SERVICE

MENESTHEUS 5th Oct. For Boston, New York & Baltimore via Philippines & Singapore

PACIFIC SERVICE (via Kobe and Yokohama)

IXION 17th Sept. For Victoria, Vancouver & Seattle
TYNDAREUS 17th Oct. For Victoria, Vancouver & Seattle

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Torukuni Maru ... Saturday, 19th Sept.
Inakusan Maru ... Saturday, 3rd Oct.

SYDNEY & MELBOURNE via Manila & Ports.
Atsuta Maru ... Wednesday, 26th Sept.
Kamo Maru ... Saturday, 24th Oct.

BOMBAY via Singapore, Penang & Colombo.
Yamagata Maru ... Monday, 14th Sept.
Tokumi Maru ... Sunday, 24th Sept.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Rakuyo Maru ... Thursday, 15th Oct.

NEW YORK, BOSTON via Panama.
Toba Maru ... Tuesday, 29th Sept.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
Lyons Maru ... Tuesday, 15th Sept.

CALCUTTA via Singapore, Penang & Rangoon.
Calcutta Maru ... Tuesday, 15th Sept.
Penang Maru ... Tuesday, 29th Sept.

SHANGHAI, KOBE & YOKOHAMA.
Kamo Maru (Nagasaki Direct) ... Fri, 18th Sept.
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TO OSAKA via AMOY, SHANGHAI & KOBE	Kutsang	Fri. 18th Sept at 7 a.m.
TO OSAKA via AMOY & KOBE	Hosang Yuenang	Fri. 25th Sept at 7 a.m. Wed. 7th Oct at 7 a.m.
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THE VOLUNTEERS.

CORPS ORDERS FOR THE COMING WEEK.

No. 38/31.—Hongkong Volunteer Defence Corps orders by Lieut. Colonel L. G. Bird, D.S.O., O.B.E., commanding:

Parades.

(a) Corps Band.—1. Unless Orders appear to the contrary, the Band Practice nights will be Mondays and Fridays each week.

2. Address.—All ranks are reminded that when a change of address takes place, it should be reported immediately to the Band President. This is very important.

(b) Battery.—1. Musketry. The Battery will fire Part II Musketry at Stonecutters on Sunday next, 13th September.

2. Parade with rifle, belt, bayonet and bandolier at Queen's Pier 9 a.m. or Kowloon Police Pier—9.10 a.m.—Riflemen must be drawn before noon Saturday.

(c) Corps Signals.—Parades will be held at Corps Headquarters at 5.30 p.m. on Tuesday, 15th September and Friday, 18th September for Signalling Instruction.

(d) Armoured Car Company.—1. Car Section. Parade at Headquarters at 5.30 p.m. on Monday, 14th instant. Those detailed to proceed to Kennedy Road Range to fire Part I M.G. Remained Machine Gun Instruction.

Instructors Class.—Parade on Friday, 18th instant at Headquarters at 5.30 p.m.

2. Motor Cycle Section. Parade at Headquarters on Monday, 14th instant at 5.30 p.m. for Machine Gun Instruction.

Dress.—Muff.

(e) Machine Gun Company.—1. The Company will parade in close column of platoons in muff at 5.30 p.m. on Tuesday, 15th September for a lecture by C.S.M. Slattery.

2. The following signallers will report to Lieut. J. H. Bottomley for signalling instruction:

No. 1648 Pte. W. D. Johnson
1634 S. A. Grey, M.C.
1467 G. C. Moss
1671 R. S. Meadows
1492 J. E. Richardson
1462 S. M. West

The above Company signallers are reminded that classification will be held on 22nd and 23rd October, and they must, therefore, make every effort to attend every Tuesday until then for signalling instruction.

3. N.C.O.'s Promotion Class. The following will attend for promotion examination by Captain E. J. R. Mitchell and Sergeant E. M. Terry:

No. 1453 L/Cpl. G. W. E. Truc
1513 F. C. B. Black
1548 L. B. Holmes

4. Renewal of Kit. Before marching their platoons into the Lecture Room on Tuesday, 15th September, Platoon Commanders will please submit to C.Q.M.S. Grouham all requirements. This is the last opportunity.

(f) Scottish Company.—Parades. Thursday, 17th September for Arms Drill.

No. 7 Platoon at Headquarters 5.30 p.m. under 2/Lieut. A. W. Brown.

No. 6 Platoon at Kowloon Docks under 2/Lieut. T. P. Sanderson.

(g) Portuguese Company.—1. Unless Orders appear to the contrary, the Company Parades will be according to Company Training Programme.

2. Address. All ranks are reminded that when a change of address takes place, it should be reported immediately to the respective Platoon Commanders. This is very important.

(h) The Officers commanding the undermentioned Units will issue their Orders separately to their commands:

I. Engineer Company
II. Machine Gun Troop
Rifles and Bayonets.

The undermentioned have not yet returned their rifles and/or bayonets to Store for annual inspection, in accordance with Corps Orders No. 24/31 of 3rd June, 1931:

Corps Signals.
L/Cpl. A. Tarbuck
Machine Gun Troop.
Tpr. G. P. Lamert
R. A. Fawcett

These must be returned forthwith (repeated).

Strength.
The following has been taken on the Corps Strength:

No. 1719 Pte. D. J. S. Crozier, No. 3 Platoon, date joined 8.9.31.

Leave.
Lieut. H. G. Williams, Armoured Car Company, Motor Cycle Section, granted 5½ months' leave from 10.9.31 to 28.2.32.

No. 1703 Pte. G. S. Winch, No. 3 Platoon, granted 1 month's leave from 8.9.31 to 7.10.31.

H. WESTLAKE, LIEUTENANT, For Adjutant, H.K.V.D. Corps.

RECORD MAKERS.

FRENCH AVIATORS SET OFF IN EXCITING RACE.

Le Bourget, Sept. 11.
Le Brix and Dorot, the French aviators who are contestants in the race for the long distance record, hopped off for Tokyo at ten minutes past six this morning.

They were followed seven minutes later by Codes and Robida who are also trying to create a record. The race is likely to be a most exciting one.—*Reuter*.

Le Bourget, Sept. 11.
It is semi-officially learned from Dusseldorf, that the Question Mark has landed owing to engine trouble.—*Reuter*.

Lindbergh's Plans.
Osaka, Sept. 11.

Interviewed today Col. Lindbergh confirmed that he plans to fly direct from Fukuoka to Nanking not touching at Shanghai.

He said definitely that he intended to return to America by air.—*Reuter*.

DISARMAMENT ISSUE.

M. BRIAND ON "DIABOLICAL INVENTION."

Geneva, Sept. 11.
An emphatic denial that France had any idea of delaying or postponing the Disarmament Conference was made by M. Briand in his annual speech to the League Assembly.

He said France would strenuously oppose any such attempt because she would feel the League had failed if the conference did not meet or bear fruit.

Equally emphatically, M. Briand asserted that it was a diabolical invention to suggest that Britain had ever sought to keep Germany and France apart, and profit from the division. On the contrary, the British had done their utmost to foster a good understanding between them.—*Reuter*.

YOKOHAMA SPECIE BANK.

THE HALF-YEARLY PROFIT DISTRIBUTED.

The local office of the Yokohama Specie Bank is in receipt of a telegram from the Head Office to the effect that, at the 103rd Half-yearly Ordinary General Meeting of the shareholders held at the Head Office of this bank at Yokohama on the 10th inst., a net profit of Yen 11,837,330.46 was shown, including Yen 4,436,138.84 carried over from last account. It was resolved to make the following allocations:

To Reserve Fund ... Yen 1,200,000.00
Dividend of 10% p.a. (for the half-year ended 30th June 1931) ... 5,000,000.00
To be carried forward to next account ... Yen 11,837,330.46

Conformance with Corps Orders No. 24/31 of 3rd June, 1931:

Corps Signals.
L/Cpl. A. Tarbuck
Machine Gun Troop.
Tpr. G. P. Lamert
R. A. Fawcett

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H. WESTLAKE, LIEUTENANT, For Adjutant, H.K.V.D. Corps.

SOME OF GENE AUSTIN'S HITS ON VICTOR RECORDS

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- 20371 Tonight you Belong to Me It made you Happy
- 20568 Ain't she Sweet. What do I care.
- 21015 There's a Cradle in Carolina.
- 21454 My Melancholy Baby. Just like a Melody etc. I can't do without You.
- 21564 Joanne, I dream etc. Out of the Dawn
- 21898 Wedding Bells That's what I call Heaven
- 22687 Now you're in My arms. If you should Ever need Me.
- 22739 Without that Gal I'm through with Love.

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Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 8
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 25	Nov. 28	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20
Empress of Russia	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4

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JURY'S VERDICT IN
PRAYA SHOOTING.CHINESE REVENUE OFFICER
EXONERATED.

A verdict acquitting to accidental death was returned by the jury which was empanelled to inquire into the circumstances of the shooting in Connaught Road last month, when a Chinese Revenue Officer fatally wounded a Chinese who was, with others, concerned in opium smuggling.

The inquest was concluded before Mr. Schofield at the Central Police Court yesterday afternoon, the jury finding that the first shot fired by the officer was unintentional and was caused by the jerk the officer received.

The jury was composed of Mr. T. R. MacDonnell (foreman), Mr. A. M. Calman and Mr. E. Greenwood. Mr. T. Murphy (Assistant Director of Criminal Investigation) conducted the inquiry on behalf of the Police, while Mr. R. R. Tood (Assistant Superintendent of Imports and Exports) watched on behalf of the defendant.

After recounting what had occurred on the early morning of August 14, the coolie who had been engaged to carry the parcel of opium which the revenue officer had seized, informed the Court that when he saw two other men approaching the officer and his two assistants he warned the officer of the other men's approach. He then heard a shot fired, the two men seen approaching immediately running away. He heard several shots fired after that but could not say how many.

Lai Kiu, who is serving a term of imprisonment in connection with the seizure of the parcel of opium, said that as he was crossing Connaught Road he heard a shot fired. He ran away on being chased by a revenue officer and was later caught. Answering the Coroner, the witness said that he later recognised the deceased at the Mortuary as a man whom he had met some four months ago. He did not see him either before or immediately after the shooting on August 14. He saw two men in the street but as it was dark he could not see who they were.

The deceased's wife said that her husband went out at about midnight to have a late meal. He later returned and staggered into his bed. He waved his hand to his wife inquiring to her not to ask any questions or to say anything to him. She asked him what was wrong but he made no reply. Sometime later she shook him but found that he had died.

Coroner's Opinion.

In summing up, his Worship informed the jury that the parcel which one of the men was seen carrying, contained about 280 ounces of illicit opium and it was quite clear that the persons about at the time were in some way or other concerned with the smuggling of opium.

After reviewing the evidence, the Coroner said that he did not think there was evidence to show that there was any lack of proper care on the part of the revenue officer. He did not consider there was evidence of gross carelessness and, therefore, a verdict of manslaughter would not be justified. If the jury were satisfied the shooting

THE ECONOMY BILL.

PREMIER EXPLAINS ORDERS
IN COUNCIL.

London, Sept. 11. The Prime Minister, in moving the second reading of the National Economy Bill in the House of Commons this morning, said the general policy of the Government had received the sanction of the House, and they were now settling their hands to the details. The emergency had been "allayed for the time being, but the financial position was to be made sound as well as the Budget balanced."

While new resources were being put into the Treasury, economy must also be made effective, and the Bill before the House, giving the Government power to issue the necessary Orders in Council, constituted a procedure as drastic as the savings which were being effected.

A schedule in the Bill dealt with departments which would be affected by these Orders in Council. The figures of the scheme worked out as follows: A sum of £70,000,000 had to be found by economies, £80,000,000 by taxation (of which £57,000,000, considerably more than half, had to be found by direct taxation) and £20,000,000 was provision made as regarded the Sinking Fund.

Then in the background, not estimated as yet, was to be a conversion scheme, launched at the very earliest possible opportunity, which would effect considerable savings.

Predecessors' Work. Continuing, the Premier said that when the new Government came in, they were greatly aided by the work done by their predecessors, who had proposed a cut not of £70,000,000 but of £55,000,000. He understood the Opposition intended to fight the present Government's programme right through, but he must emphasize that they were carrying through a policy which actually had been begun by the previous Government before its resignation. The Premier concluded by saying that the ex-Ministers now in the Opposition could not remain free of responsibility for the large proportion of drastic cuts which had been introduced, and proceeded to deal in detail with departmental economies.—British Wireless.

Press Comment.

London, Sept. 11. Except among Opposition supporters, the Budget has had a good reception. The view is expressed in the majority of the press that it represents the honest fulfilment of the Government's pledge to rectify the state of national finance and distribute the burden equitably among all classes.

The Times says an immense and impressive task has been achieved by the Government, and achieved honestly, without recourse to trick devices. It is an achievement that Britain is determined to pay her way by living within her means.

The Times contends that an infinitesimal share of direct taxation was due to lack of care they could not ensure the officer but if they were satisfied it was not due to lack of care then their verdict would be one of death by misadventure.

The jury found that the first shot fired by the officer was unintentional and was caused by the jerk he received, which could not have been foreseen or avoided. A verdict of death by misadventure was returned.

CHINA AND LEAGUE.

SPEECH BY DELEGATE
TO GENEVA.

Geneva, Sept. 11. "There is no country in the world more anxious than China for development of co-operative goodwill among the nations," declared Doctor Sze, the first Chinese delegate, in the League Assembly this morning. "The assistance the League is giving China in the recent disastrous floods is further evidence of the truly international character of the League organization," he added.

He declared that China was in full sympathy with the efforts for a reduction of armaments, and hoped for the success of the Disarmament Conference next year.

China also gives whole-hearted approval to efforts to harmonize the Kellogg Pact with the League Covenant.

Dr. Sze referred to the importance of the recent convention limiting the manufacture of narcotic drugs.

He also mentioned that the fall in the value of silver had reduced the purchasing power of the Chinese.—Reuter.

GANDHI IN FRANCE.

WEARING A LOINCLOTH AND
A SHAWL.

Marseilles, Sept. 11. Hundreds waited on the dockside while the liner Rajputana, bringing Gandhi to England, docked. There was a burst of excited exclamations when they saw the Mahatma standing on the boat deck, wearing only a loincloth and a shawl of his own make, despite the wet and chilly weather.

Cheers arose from Indian students, which Gandhi returned by clasping his hands together over his head.—Reuter.

tion is borne in fact by Labour, and except for direct taxation the new burdens are limited to beer, entertainment and tobacco—trimmings, and not necessities of life. The help to industry given by on-pretation and obsolescence of plant and machinery, is also welcomed by the Times.

The opposition organ, the Daily Herald, declares that Britain remains to-day one of the richest nations in the world, and its budgetary position compares favourably with that of other nations. The Government's plans, it says, are based on the fundamentally false assumption that there must be direct reductions in the standard of life of the mass of the people in the country. The Budget could and should have been balanced by other methods than those proposed, ostensibly to rescue the pound from the jeopardy in which it had been placed by the misjudgment of financiers, responsible to nobody but themselves.

The Daily News and Chronicle, the Liberal organ, says the burdens which had to be shouldered seem fairly and evenly distributed. The Daily Telegraph (Conservative) describes the Budget as a courageous facing of the financial crisis, and its acceptance by the taxpayers will give proof of an honourable resolution that must impress the world profoundly.

The Stock Exchange as a whole today reacted favourably to the Budget, and British funds recorded an appreciable advance.

CONSIGNEES' NOTICES.

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From SEATTLE, VANCOUVER and VICTORIA via JAPAN.

are requested to take delivery of Flour, and Lumber shipments as soon as the vessel is ready to discharge and are hereby notified that if their lighters are not placed alongside the steamer as required, their shipments will be discharged into Holt's Wharf Kowloon, at their expense, where the cargo will be also at their risk and expense and subject to the terms and conditions of storage at Holt's Wharf. Steamer will commence discharge on the 9th September, 1931.

General cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignees' risk and subject to the terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from the Godown on and after 9th September, 1931.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all General Cargo remaining undelivered after the 15th September, 1931, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 20th September, 1931, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents, Hongkong, 9th September, 1931.

THE BEN LINE STEAMERS, LTD.

From MIDDLESBRO', ANTWERP, LONDON and STRAITS.

The Steamship, "BENGLOE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th September, 1931, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 2nd October, 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th September, 1931, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents, Hongkong, 11th September, 1931.

LABOUR DIVIDED.

DIFFER ON TARIFFS
QUESTION.

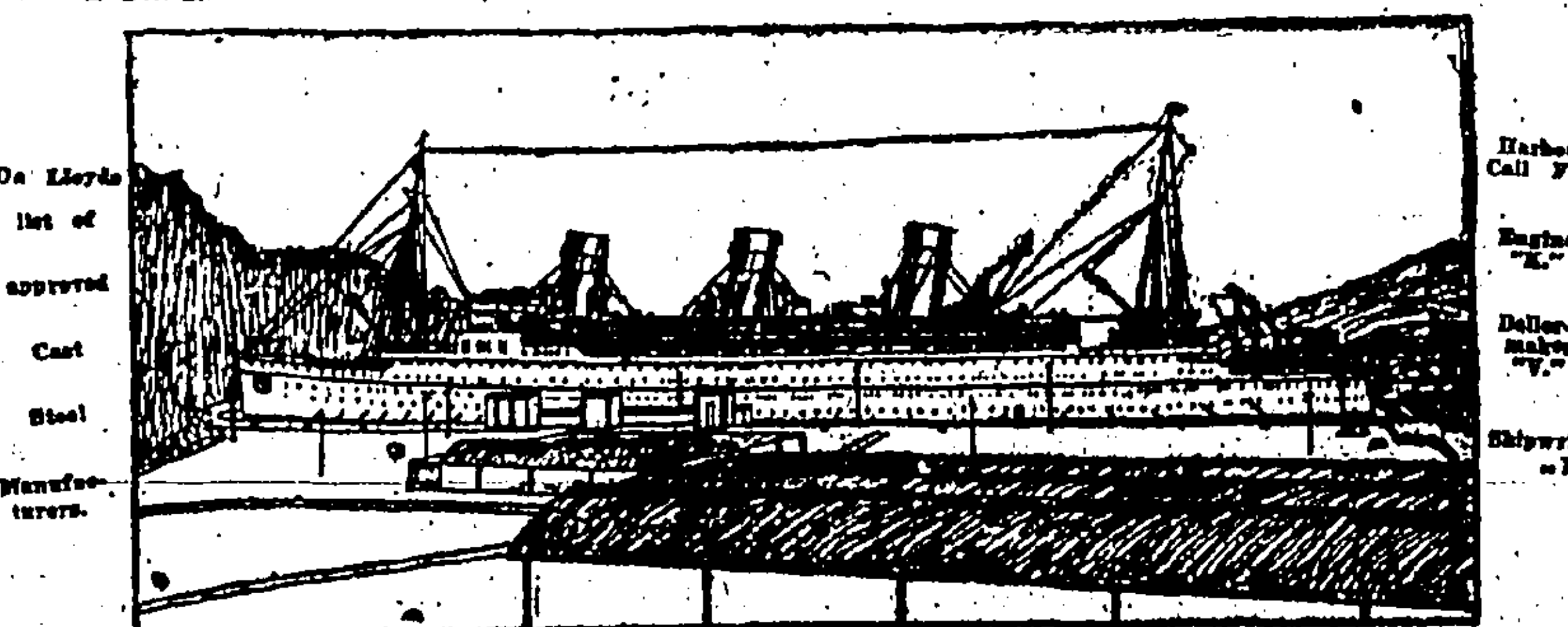
London, Sept. 11. Strongly divided opinion among the Labour Party on the desirability of tariffs was displayed today at the T.U.C. session at Bristol.—Reuter.

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Head Office and Works:

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DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, STEEL, IRON AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICAL ENGINEERS.



T.S.S. "EMPRESS OF JAPAN."

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To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden) Suez, Port-Said.

To YOKOHAMA via Shanghai & Kobe.

SPHINX.....	15th Sept.	CHENONCEAUX.....	15th Sept.
PORTHOS.....	29th Sept.	ATHOS II.....	29th Sept.
CHENONCEAUX.....	13th Oct.	D'ARTAGNAN.....	13th Oct.
ATHOS II.....	27th Oct.	ANDRE LEBON.....	28th Oct.
D'ARTAGNAN.....	10th Nov.	FELIX ROUSSEL.....	11th Nov.
ANDRE LEBON.....	24th Nov.	G. METZINGER.....	25th Nov.
FELIX ROUSSEL.....	8th Dec.	SPHINX.....	9th Dec.
G. METZINGER.....	22nd Dec.	PORTHOS.....	23rd Dec.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port-Said or Djibouti.

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TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "PEMBROKE"	12th Sept.
Steamship "GLENIFFER"	9th Oct.
Motor Vessel "GLENOGLE"	23rd Oct.
Motor Vessel "GLENBEG"	6th Nov.

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KLAIVENESS LINE
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TRANS-PACIFIC AND ATLANTIC COAST SERVICE

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ON
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for

SHANGHAI, KOBE, YOKOHAMA,
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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
CATHAY	15,000	12 Sept. noon.	Bombay, M'los & L'don
*GARBETA	5,300	16th Sept.	Straits, Colombo & B'bay
*SOUDAN	6,900	19th Sept.	M'los, Havre, L'don, H'burg, Rotterdam, A'werp & Hull
*KALYAN	9,000	26th Sept.	M'los, L'don, B'dm & A'werp
*MIRZAPORE	6,700	6th Oct.	Straits, Colombo & B'bay
MANTUA	11,000	10th Oct.	Marseilles & London
*KASHMIR	9,000	24th Oct.	M'los, L'don, B'dm & A'werp
*BURDWAN	6,500	31st Oct.	M'los, Havre, L'don, H'burg, Rotterdam, Antwerp & Hull
NALDERA	16,000	7th Nov.	Bombay, M'los & L'don
*KASHGAR	9,000	21st Nov.	M'los, L'don, B'dm, A'werp & Hull

*Cargo only. †Calls Casablanca. ‡Calls Djibouti.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

ITAKADA	7,000	24th Sept.	S'pore, Penang & Calcutta
*SIRDHANA	8,000	4th Oct.	S'pore, Penang & Calcutta
*Calls Rangoon. †Calls Port Swettenham.			

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South)

NANKIN	7,000	2nd Oct.	Manila, Rabaul, Brisbane, Sydney and Melbourne
NELLORE	7,000	31st Oct.	
TANDA	7,000	2nd Dec.	

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

Hong-Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

CHEAP SUMMER TRIPS TO JAPAN. JUNE TO SEPTEMBER.

BURDWAN	6,500	12th Sept. 3 p.m.	S'hai, Kobe & Yokohama
KASHMIR	8,985	25th Sept.	S'hai, Moji, Kobe & Yokohama
TLAWA	10,000	25th Sept.	Amoy, Moji, Kobe & Yokohama
NELLORE	7,000	5th Oct.	S'hai, Moji, Kobe, Osaka & Yokohama
KIDDERPORE	5,300	6th Oct.	Shanghai, Moji & Kobe
SANTHIA	8,000	9th Oct.	Amoy, Moji, Kobe & Osaka
NALDERA	16,000	10th Oct.	S'hai, Kobe & Yokohama
KASHGAR	9,000	17th Oct.	S'hai, Moji, Kobe & Yokohama
TALMA	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka
MACEDONIA	11,000	24th Oct.	S'hai, Moji, Kobe & Yokohama
TANDA	7,000	6th Nov.	S'hai, Moji, Kobe, Osaka & Yokohama
RAJPUTANA	17,000	7th Nov.	S'hai, Kobe & Yokohama

*Cargo only.

All dates are approximate and subject to alteration without notice.

Parcels Measuring not more than 5 c.ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

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Enjoy Your Short Leave in Australia and New Zealand. Hong Kong, Sydney—18 Days.

FIRST CLASS FARE TO SYDNEY, 576 RETURN.

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STRAIGHT

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COMMENCING TO-DAY
Daily at 2.30, 5.10, 7.15 & 9.20 p.m.

An All-Talking, Singing
1931 Universal Super-production

FIRST TIME SHOWN IN THIS COLONY.

With Four Big Song Hits.

The Glory of Human Love!
The Damnation of Flaming Passion!



A Man's Story—A Woman's Story—With a Note of Human Pity to Wring the Hardest Heart!

RESURRECTION

John BOLES

Lupe VELEZ

in EDWIN CAREWE'S Sensational Production of Count Leo Tolstoy's Immortal Story

By All Odds the Outstanding Dramatic Smash of the Season!

Presented by Carl Laemmle

A Universal Picture

Produced by Carl Laemmle, Jr.

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SLIM SUMMERVILLE
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"OOH LA LA"

GEORGE SIDNEY
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"COHEN ON THE TELEPHONE"

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Distributed to our patrons Free

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BEN LYON—RAQUEL TORRES

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WHAT IT YET MAY COME TO.



LO WEN-KAN IN CANTON.

VISIT AROUSES MUCH SPECULATION.

Canton, Sept. 11. Political significance is attached to the arrival here of Mr. Lo Wen-kan, the former Finance Minister and Minister of Foreign Affairs of the Peking Government, who is said to be visiting the city to confer with the Southern leaders as the representative of General Chang Hsueh-liang and the Manchurian Government. Considerable speculation is being aroused as to the nature and outcome of the mission.

AMBULANCE CHARGES. FEES FOR REMOVAL OF PATIENTS.

It is notified in the Gazette that the following charges are payable for the removal of a patient in an ambulance to or from any private hospital or private residence:—(a) Inside the boundaries of Victoria, Kowloon, and New Kowloon, \$5; (b) elsewhere, \$10. By hand ambulance:—(a) Victoria (lower levels), Old Kowloon, Kowloon City, and Sham Shui Po, \$3; (b) elsewhere in New Kowloon, \$4; (c) Victoria above Bowen Road level; other parts of Hongkong Island, and New Territories, \$6.

REPRESENTATIVE CRICKET.

ANOTHER SUTCLIFFE CENTURY.

HEAVY SCORING.

London, Sept. 11. Another brilliant partnership between Jack Hobbs and Sutcliffe distinguished the clash of Mr. H. D. G. Leveson-Gower's XI and the New Zealanders at Scarborough, where Sutcliffe completed his thirteenth century.

The match was drawn. The New Zealanders batted first and were dismissed for 217. Hobbs and Sutcliffe each exceeded three figures, the Surrey player being dismissed after making 153 while Sutcliffe had been sent back with a score of 123. The innings was declared closed at 423 for 4 wickets.

C. S. Dempster (122) and R. C. Blunt (127) rescued the New Zealanders, who made 370 in their second venture. L-Gower's made 61 for 3 in the closing stages.

Chapman Hits Out.

In an extra match, the England team which visited South Africa last year played the Rest of England and won by six wickets. The Rest made 295, and in spite of a sound hitting display by Arthur

NANKING WAR FUNDS.

FIFTY MILLIONS TO BE RAISED.

Nanking, Sept. 11. In connexion with the organisation of an expedition to Hunan to save the Province from a Cantonese invasion, Marshal Chiang Kai-shek has arranged with Mr. T. V. Soong, the Finance Minister, to raise \$50,000,000 for war purposes.

The Finance Minister has decided not to issue further Treasury Bonds in view of the recent issue in connexion with the flood relief measures.

Mr. Soong intends to accumulate the fund by increasing some of the major taxes in the Provinces by thirty per cent. These are to be known as military surplus taxes.

Chapman (81), the Tourists were dismissed for 210. Calthorpe took four wickets for ten runs.

Goddard bowled well to take 6 wickets for 72 runs in the Rest's second innings, which closed at 220.

The Tourists, needing 306 runs to win, gave a masterly exhibition and knocked off the runs for the loss of four wickets. The outstanding effort was Sandham's. He made 136.—*Reuter.*

ALWAYS COMFORTABLY COOL.

SHOWING
TO-DAY
At 2.30, 5.10, 7.15
& 9.20 p.m.

KING'S

BOOKING
AT THE
THEATRE
Telephone No. 25313.



FIFI DORSAY
is the sex appeal and
EL BRENDL
is just a peel

Mr. Lemon
of Orange

NEXT CHANGE

Wednesday, 16th Sept.



UP THE RIVER

The Fox Funny Feature
Movietone directed by
JOHN FORD

with
SPENCER TRACY
Hale
Luce



QUEEN'S

Final Showings To-day At 2.30, 5.10, 7.15 & 9.20
The YEAR'S FUNNIEST PICTURE



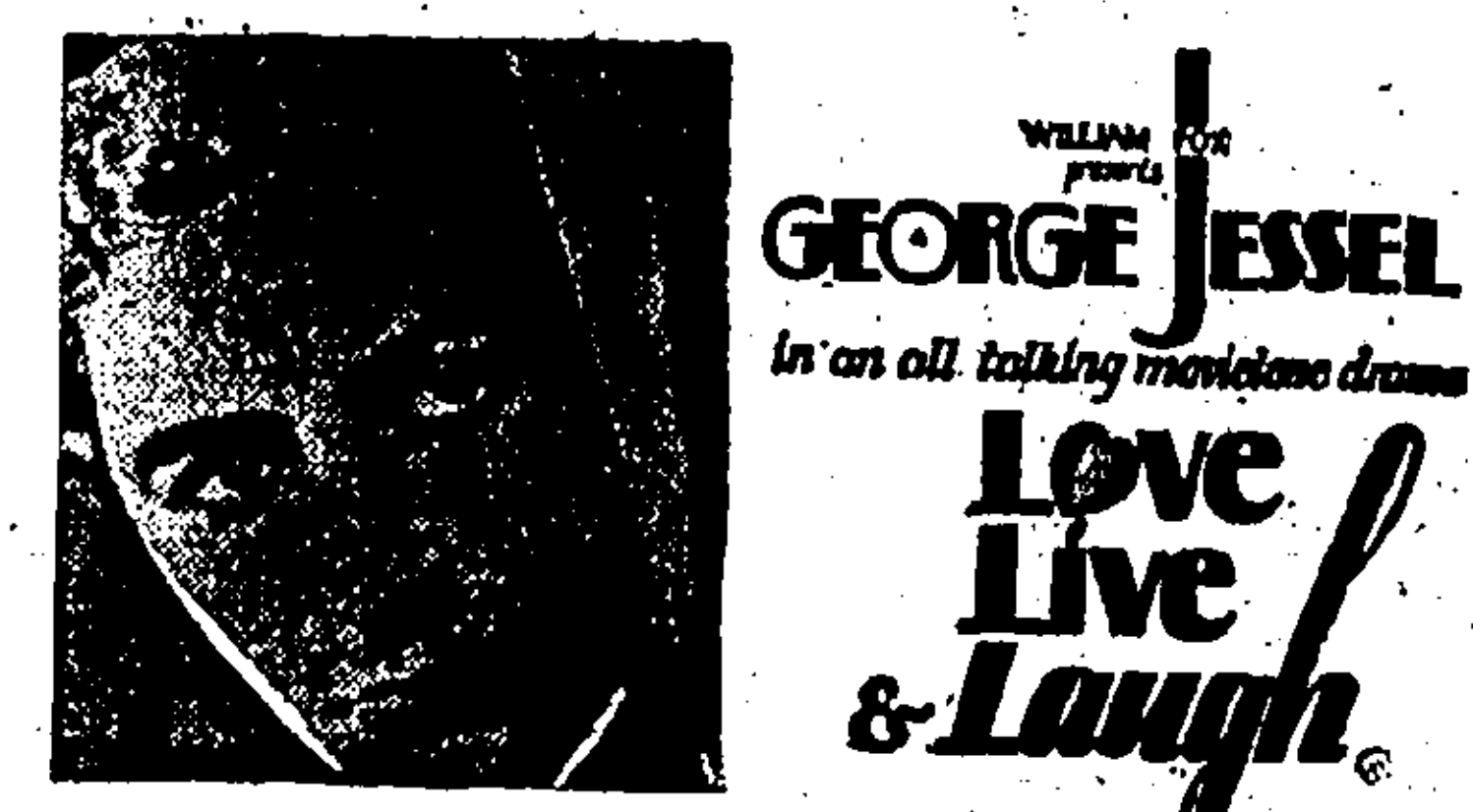
STAN LAUREL OLIVER HARDY

TO-MORROW

TERRIFIC AS ALL CREATION
EDNA FERBER'S COLOSSAL



AT THE STAR FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20



WILLIAM FOX presents
GEORGE JESSEL
in an all talking motion picture
Love Live & Laugh

PRINCE'S THEATRE

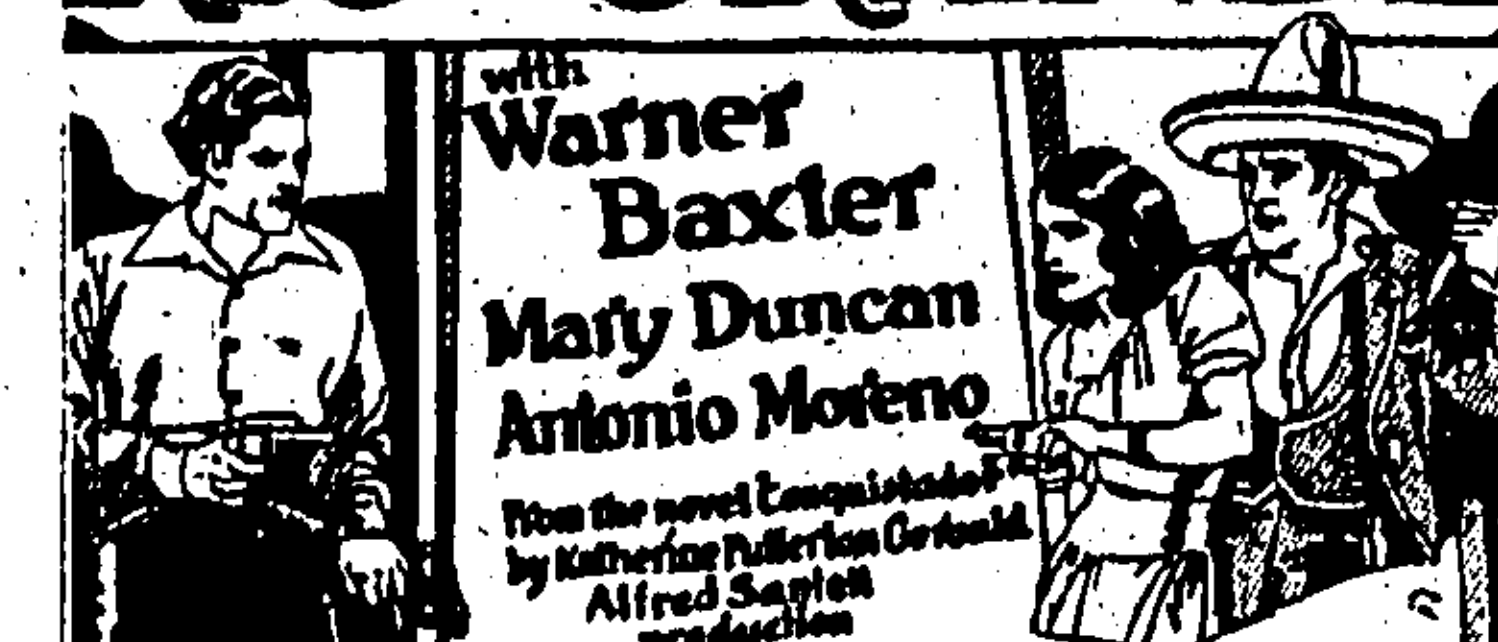
SEE HEAR

SHOWING TO-DAY (ending by the 12th)

Daily at 2.30, 7.15 & 9.15 p.m.

Special matinee at 5.15 on Saturday & Sunday

ROMANCE OF RIO GRANDE



with Warner Baxter
Mary Duncan
Antonio Moreno
from the novel *Comanche* by Katherine Fullerton Gordon
Allred Clayton production
The hero has to fight against Nature, and has to tackle a complicated love problem—
The girl, "Manuelita" who in real love within, WINS THE DAY



Added Attraction: Fox Movietone News.

Commencing September 13th

Fox A Singing Dancing Song Romance "Married in Hollywood" Talking